

ADDENDUM TO THE ROUTE E BYPASS DRAFT EIR

The following sections provide responses to comments received on the Draft EIR. This addendum consists of 6 sections:

Section A: Written Comments Received

Section B: Planning Commission Minutes of 1-10-84

Section C: Planning Commission Minutes of 1-24-84

Section D: Summary of All Comments Received and Responses to These Comments

Section E: Wildlife Protection and Management

Section F: Miscellaneous Communications



1001 02 688392 01 5 (IC-2)
ELGAR HILL ENVIRONME 08/14/85
ADDENDUM TO THE SEB\ACT REPORT
(0) 1984 . R C S 388.1

SECTION A

WRITTEN COMMENTS RECEIVED

1. Madrone Audubon Society	2 pages	dated 1-20-84
2. Ed Barnes	3 pages	dated 1-10-84
3. Dennis Machado	2 pages	dated 1-10-84
4. Gene Ravani	1 page	undated
5. OREPA	1 page	dated 12-23-83
6. Madrone Audubon Society	1 page	dated 12-23-83
7. ABAG	2 pages	dated 12-21-83
8. State Office of Historic Preservation	1 page	dated 12-21-83
9. Nichols/Jacobsen	2 pages	dated 12-21-83
10. CalTrans	1 page	dated 12-21-83
11. Sierra Club	1 page	dated 12-21-83
12. Department of Fish and Game	1 page	dated 12-20-83
13. Sierra Club	2 pages	dated 12-20-83
14. Sonoma County Department of Public Works	1 page	dated 12-19-83
15. California Waterfowl Association	1 page	dated 12-16-83
16. Department of Water Resources	1 page	dated 12-15-83
17. Suzanne Cogen	2 pages	dated 12-14-83
18. PG&E	1 page	dated 12-05-83
19. U.S. Army Corps of Engineers	2 pages	dated 11-25-83
20. Mosquito Abatement District	1 page	dated 11-11-83

MADRONE AUDUBON SOCIETY, INC.

POST OFFICE
BOX 1911



SANTA ROSA
CALIFORNIA 95402

January 10, 1984

TO: City of Sebastopol Planning Commission

RE: ENVIRONMENTAL IMPACT REPORT FOR THE ROUTE E BY-PASS

I am Martha Bentley, speaking for the Board of Directors of the Madrone Audubon Society. Madrone is a Sonoma County conservation organization with approximately 1450 adult members, of whom over 15% have a Sebastopol mailing address.

The Laguna de Santa Rosa is a major--aside from the Russian River, the major single natural resource area in central Sonoma County. It is a vital breeding and winter feeding area for a broad spectrum of wildlife, ranging from birds and mammals to insects and aquatic species. It is the home of numerous endangered plant species. It is a major agricultural resource. And it is a vital flood relief safety valve. For these reasons it is a priority conservation concern of our society and is so listed in the Conservation Policy approved by our Board of Directors.

We find this EIR to be incomplete in its coverage of a number of factors related to the Laguna. However we shall leave those for other speakers to detail because, in our opinion, there is a deeper underlying flaw which legally invalidates the entire purpose of this EIR.

It is obvious from the actions of this body and from the text of this document that this project is but one stage in a larger project--a by-pass of Hwy 116 to beyond the northern limits of Sebastopol. That is implicit in the fact that you have had an Environmental Reconnaissance made for a northern extension of Route E; also in the data on traffic circulation in the EIR, which prove that the By-pass will do practically nothing to relieve traffic congestion unless the northern extension is built. Unless you are prepared to claim that the city plans to have this entire project under construction within two years, both the southern and the northern legs, the EIRs connected with it appear to be "staged EIRs". And if this document is part of a staged EIR, then it falls under the regulations of the California Administrative Code, Title 14, Division 6, Section 15167.

The above cited portion of the California Administrative Code provides the guidelines for implementation of the California Environmental Quality Act, or CEQA. Here is what Section 15167 (a) says: "Where a large capital project will require a number of discretionary approvals from government agencies and one of the approvals will occur more than two years before construction will begin, a staged EIR may be prepared covering the entire project in a general form. The staged EIR shall evaluate the proposal in light of current and contemplated plans and produce an informed estimate of the environmental consequences of the ENTIRE project. The aspect of the project before the public agency shall be discussed with a greater degree of specificity." This you have not done.

MADRONE AUDUBON SOCIETY, INC.

POST OFFICE
BOX 1911



SANTA ROSA
CALIFORNIA 95402

TO: Sebastopol Planning Commission
ROUTE E BY-PASS EIR (page 2) 1/10/84

Here is just a sample of questions you are required by the law to address at this time. Will the northern extension across the Dei Dairy Ranch put the ranch out of business? Those open pasture lands are an important environmental, as well as economic, resource. If so, what mitigation will be needed? What will be the effect of throwing all the By-pass traffic onto High School Rd, an ill-paved, narrow road subject to flooding? What will be the effect of having the By-pass intersect Occidental Rd. right at the end of a long bridge in an area of important archaeological remains? Or, alternatively, what will be the effect of carrying the traffic back to Hwy 116 via Hurlbut Ave? These areas may lie outside the Sebastopol city limits, but they must all be considered in the EIR. Finally, what will be the growth inducing impacts of the total project, the cumulative impacts, the cost of the mitigation measures required, and the total cost to the taxpayers--\$9 million instead of the \$2.5-\$3 million postulated in this EIR?

Years ago a major perfume company ran an ad which showed a "romantic" Victorian musician clutching his violin in one hand and ardently embracing a woman with the other arm. Shortly thereafter a marvelous cartoon appeared in the "New Yorker" of the same couple and under it the caption, "Put that damn fiddle down and let's do this right". Our reaction here is much the same. Put this damn EIR down; let's do this project. The data in this EIR may be of use someday but not until you have fulfilled the mandate of state law by procuring an EIR that, as Section 15167 (a) requires, "produces an informed estimate of the environmental consequences of the entire project". Until then, you are in violation of the law.

TO: PLANNING COMMISSION
CITY OF SEBASTOPOL

January 10, 1984

①

SUBJECT: ROUTE "E" PROJECT

My name is Ed Barnes, 1200 High School Road, which is my home and only real estate interest in Sonoma County.

In August, 1983, the attached letter (which I will read) was sent to all parties who could be anticipated as having an interest in and/or jurisdiction over the Route "E" project.

(READ LETTER)

All actions to date appear to have been misguided attempts to ignore applicable law and, at very least, violate the intent of the law. In addition, it goes contrary to the Sebastopol General Plan.

In my opinion, the project being considered is not a by-pass. Random House Dictionary's primary definition of "by-pass" is, "A road enabling motorists to avoid a city or other heavy traffic points....." This poorly conceived plan locates an additional city street in an already overburdened area.

The economics of the project are questionable. Is it the responsibility of Sebastopol taxpayers to expend over \$3,000,000 to save 95-seconds for motorists traveling through the City? There are other true by-pass alternatives.

Further, this inadequately prepared EIR is an expensive "cop out". The EIR's own introduction says:

"It is not the function of an Environmental Impact Report (EIR) to establish conclusions concerning the effects of a project; rather to provide information to be used in making decisions regarding the proposed project."

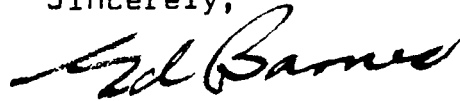
This report does neither.

I submit that implementation of this project constitutes an expensive, impractical, and illegal encroachment in and on the Laguna de Santa Rosa. Additionally, it will concentrate yet another source of degradation to the important natural functions of the Laguna.

It is recommended that:

- (1) All actions regarding this project comply with governing laws regarding encroachment on the Laguna;
- (2) All development in or on the Laguna be restricted to present Sebastopol city limits;
- (3) Prior taxpayer approval be obtained for all projects of large magnitude; and, finally,
- (4) The City be especially mindful of possible sole liability for inestimable flood and/or pollution damage claims.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ed Barnes".

Ed W. Barnes

COPY

1200 High School Road
Sebastopol CA 95472
707/823-6515

AUG. '83

Subjects: (1) City of Sebastopol, California--Project
Route E (a new city street) in and on the
Laguna de Santa Rosa

(2) County of Sonoma, California--Project
Delta Settlement Ponds (in lieu of
tertiary treatment at existing sewage
disposal facilities) in and on the Laguna
de Santa Rosa

Reference: Presidential Executive Orders 11988 and
11990 regarding "Floodplain Management"
and "Protection of Wetlands"

In my professional judgment as a retired construction engineer/
manager/consultant, the subject projects ignore and/or violate
every major requirement of the referenced Executive Orders,
which are specifically in furtherance of the National Environ-
mental Policy Act of 1969, as amended; the National Flood
Insurance Act of 1968, as amended; and the Flood Disaster
Protection Act of 1973.

You should be mindful that the Laguna de Santa Rosa is a
highly beneficial and necessary natural resource serving all
citizens in its role as a "safety valve" floodplain and a
primary aquifer. Additionally, the quality of life should be
enhanced for all exposed to its wetlands habitats, including
the unique flora and fauna supported thereby. More practical
and economical alternatives are available to avoid further
encroachments and adverse impacts on the Laguna de Santa Rosa.

It is hereby requested that you and your staff take necessary
steps forthwith to insure compliance with the referenced
Executive Orders.

A prompt written response will be appreciated.

Very truly yours,

EWB
Ed W. Barnes

Ed Barnes

January 10, 1983

Planning Commission
City Council
City Hall
Sebastopol, CA 95472

Dear Commission Members and Honorable Councilmen:

I am writing to share some valuable information regarding the Laguna De Santa Rosa and the potential accumulative negative effect further encroachment will have on the varied essential functions of the Laguna.

The diversity and richness of the Laguna and its ever changing water level make it an interesting, unique and varied natural landscape. Its functions are essential to this diversity and richness and to the health and safety of the public.

First, the Laguna De Santa Rosa functions as a drainage basin for the entire County and has selected its natural course over tens of thousands of years making it an essential part of California's waterways. 75% of Sonoma County's waterways have already been altered as a result of development and if this trend continues, our already overtaxed waterways will have an adverse effect on the main channel; this will increase the storm drain runoff and sewage discharge, to say nothing of the possibility of debris causing damming on the Russian River West of Marable - therefore increasing the threat of flash flooding and possibly raising the 100 year flood plain level of the Laguna.

It also functions as a flood plain which alleviates heavy rainfall when the tide is too high at Jenner creating a back up and flooding the Laguna. This function brings in top soil and a variety of seed, adding richness to the land. Altering the natural in-out flow of the Laguna will negatively effect this crucial function.

It functions as a water filtering system. With most of the secondary treated sewage pumped throughout the County being discharged directly into the main channel of the Laguna, it is most important that a variety of Bio-filtering organisms (plant and animal) be maintained to do as efficient a job as possible otherwise we run the risk of open sewage not being purified and contaminating our own water and air supply. This could be the single most destructive factor in allowing the quality of life to lessen in Sebastopol and environs. This quality of life is addressed in both the Sonoma County General Plan and the Sebastopol General Plan and needs to be supported.

The Laguna also functions as an open space, buffering us from Santa Rosa and the eastern portion of the County - the major threat of expansion in Sonoma County. Any encroachment in this

area will set a precedent that will encourage further development, and will eliminate this natural buffer zone, as well as drastically lessen the aesthetics of this area. This type of encroachment is in direct violation of the goals and policies of both the Sonoma County and Sebastopol General Plan.

The diversity and richness of the Laguna provide valuable plant species. It is dotted with Vernal pools that contain some of the most unusual and valued plants to any eco-system. These vernal pools spend half their lives in a saturated situation and the other half in desecated condition - a trick plant breeders could look closer at in selecting for breeding characteristics suitable to California's wet-wet winters and long dry summers. For example, one plant species *Limnanthes Vinculans*, only grows in the varied conditions described above; it is on the Federal endangered list since it only grows in the Sebastopol area. It is being cross-bred with other members of the same genus to produce a commercial variety of high grade oil plant - the same grade oil that whales are being harvested for.

While there are a number of other plants on endangered lists, there is value in all the plant life in the Laguna as habitat for one of the most important, and in short, the most diverse riparian corridors in the state. (Approximately 275 species of plants and 300 species of animals).

In essence I am doing my best to discourage any further encroachment of civilization upon one of the most useful, productive, and necessary natural landscapes in California. The only way these important functions can be preserved is to respect the complexities of all the inneraction taking place on this Federally recognized and protected wetland by preventing encroachment.

I know that this is a burden that not many other cities have to deal with, but if the City recognized what a great asset the Laguna is in its natural state and preserve it by not allowing further encroachment, it not only can maintain its needed functions as described above, but it can implement the goals as outlined in the General Plan.

Sincerely,



DENNIS MACHADO
642 PETALUMA AVE.
SEBASTOPOL, Ca.

823-5945

Dear Sir,

My Family and I live at 1205 Cooper Rd. and we want to voice our opposition to the Route E. proposal specifically E. 2 as it would take over our property. We do not want to move again as it took us two years to find a suitable house for us. My wife is in a wheelchair and we have done a lot of work modifying the house for her benefit. Also my Father is ninety two and it would be impossible for him to move again.

We think it would be a shame to cut thru the lagoon for any route as it is so unique and irreplaceable.

yours truly,

Gene Ravani

P.S. Please pass on our letter to the Council members.

OFFICE OF RESOURCES, ENERGY, AND PERMIT ASSISTANCE
1400 TENTH STREET
SACRAMENTO, CA 95814

cc Clear Hill ✓
Aspenall
Loobbs
CE
MKD ✓



December 23, 1983

Mr. Melvin K. Davis
Sebastopol City
7120 Bodega Avenue
Sebastopol, CA 95472

Subject: SCH# 83110811, Sebastopol Route E Bypass

Dear Mr. Davis:

The State Clearinghouse submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is closed and the comments of the individual agency(ies) is(are) attached. If you would like to discuss their concerns and recommendations, please contact the staff from the appropriate agency(ies).


When preparing the final EIR, you must include all comments and responses (CEQA Guidelines, Section 15146). The certified EIR must be considered in the decision-making process for the project. In addition, we urge you to respond directly to the commenting agency(ies) by writing to them, including the State Clearinghouse number on all correspondence.

A 1981 Appellate Court decision in Cleary v. County of Stanislaus (118 Cal. App. 3d 348) clarified requirements for responding to review comments. Specifically, the court indicated that comments must be addressed in detail, giving reasons why the specific comments and suggestions were not accepted. The responses must show factors of overriding significance which required the suggestion or comment to be rejected. Responses to comments must not be conclusory statements but must be supported by empirical or experimental data, scientific authority or explanatory information of any kind. The court further said that the responses must be a good faith, reasoned analysis.

In the event that the project is approved without adequate mitigation of significant effects, the lead agency must make written findings for each significant effect and it must support its actions with a written statement of overriding considerations for each unmitigated significant effect (CEQA Guidelines Section 15088 and 15089).

If the project requires discretionary approval from any state agency, the Notice of Determination must be filed with the Secretary for Resources, as well as with the County Clerk. Please contact Price Walker at (916) 445-0613 if you have any questions about the environmental review process.

Sincerely,


Terry Roberts
Manager
State Clearinghouse

cc: Resources Agency
attachment

✓ signed
rec 12/23/83

MADRONE AUDUBON SOCIETY, INC.

POST OFFICE
BOX 1911



SANTA ROSA
CALIFORNIA 95402

December 23, 1983

TO: Sebastopol City Planning Department

RE: SEBASTOPOL ROUTE E BYPASS -- EIR

The Sebastopol Bypass for Hwy 116 is a proposed project recognized in the Sonoma County General Plan. As such it covers an area from southern Sebastopol to Occidental Rd., north of the Sebastopol city limits.

Such a bypass requires an approved EIR before it can be constructed. The "Route E" Bypass considered in this EIR is merely a segment of the overall Sebastopol Bypass. As such it cannot be regarded as an EIR for the Bypass as a whole. This fact is made evident by the "Environmental Reconnaissance" of the North Extension published by Elgar Hill subsequent to issuance of the Route E EIR--a publication, incidentally, not known to much of the general public.

The Guidelines to the California Environmental Quality Act provide for compilation of a "staged EIR" when a project is to be built in segments. However it is made clear in those guidelines that an Initial EIR must cover the project as a whole, that the "staged" EIRs are merely for the purpose of going into each segment of the project in greater depth--not to expand the initial project or to initiate a project without consideration of its ultimate impact.

To our knowledge, there has never been an approved Initial EIR of the entire Sebastopol Bypass. Until such a document is drawn up and approved, it appears to us that this EIR for the southern leg of the Bypass has no legal value. From it neither public officials nor the general public can judge of either the ultimate costs or the ultimate impacts on natural resources which are initiated by this "southern leg" of the Bypass.

What, for instance, are the impacts on the Laguna from extending the Bypass to the north? It is made very clear in the EIR on pp. 35 and 77 that the entire Laguna is one of the most important wetland resources in northern California. Anything which affects it should be known. What will be the impact on High School Rd., which frequently floods? What will be the impact on the Occidental Road intersection, where left turns will be required adjacent to a long bridge in an area of known important archeological sites?

Until these factors (and many others) have been addressed in an initial EIR for the project as a whole, we deem this EIR to be insufficient under CEQA to permit construction of any of the Bypass. You don't build the livingroom of a house and then decide where to put the kitchen. By the same token, you don't build a portion of a highway and then start to figure out where the rest will go, how much it will cost, what damage it will do, and whether those damages can be mitigated or not.

Martha Butler - Conservation

*cc: [unclear]
reference
L2065
[unclear]
m129 ✓*

ABAG

Association of Bay Area Governments

Hotel Claremont • Berkeley, California 94705 • (415) 841-9730

December 21, 1983

Melvin K. Davis
City Manager
City of Sebastopol
7120 Bodega Avenue
Sebastopol, California 95472

Re: DEIR, Sebastopol Route E Bypass

Dear Mr. Davis:

Thank you for the opportunity to review this document. The following staff comments reflect concerns expressed by many locally-elected Bay Area officials. ABAG's Executive Board has not taken a position on this document nor on the proposed project.

Policy 13 of ABAG's Water Quality Management Plan as amended, April 1983, states "wetlands are important for water quality protection among other ecological benefits, and should be preserved and enhanced." In relation, to the Sebastopol Route E bypass, ABAG urges protection, as much as possible, of the following habitats: Laguna riparian, Streamside riparian, permanent wetlands, and seasonal wetlands (vernal pools).

To reduce the effect of the Route E Bypass on wetland areas, we suggest the following:

1) Mitigation of Construction Impacts:

- o Minimize clearing through riparian and wetlands habitats.
- o Confine construction in these areas to summer-fall low flow periods.
- o Set up erosion control practices (e.g., ABAG Manual of Standards for Erosion Control) to minimize sedimentation in streams.

2) Incorporate a Wetlands Policy into Sebastopol General Plan

- o In ABAG's Water Quality Management Plan, Action 13.5 states that "local governments should incorporate wetland systems management into their general plans where appropriate." Protection of wetlands should be amended into the general plan; or, if a policy already exists, a preservation and enhancement program may also be added.

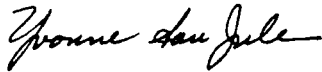
Melvin K. Davis
December 21, 1983
Page 2

3) Adoption of a Wildlife Habitat Management Plan

This plan should not only include riparian habitat, but permanent and seasonal wetlands as well.

If you have any questions regarding these comments, please contact Patricia Perry of our staff.

Sincerely,

A handwritten signature in cursive script, reading "Yvonne San Jule".

Yvonne San Jule
Planning and Budget Officer

OF HISTORIC PRESERVATION

DEPARTMENT OF PARKS AND RECREATION

OFFICE BOX 2390

SAN FRANCISCO, CALIFORNIA 94111



Date: 11-21-83

In Reply Refer To: FHWA83117A

Project Coordinator
Resources Agency

Re: SCH#83110811

Thank you for requesting our comments on the referenced undertaking.

Further review is necessary and can proceed upon receipt of the following item(s):

- a ☐ Detailed description of the undertaking. (Specify details) _____
- b ☐ Detailed description of the location of the undertaking and adjacent areas. (Specify details) _____
- c ☐ Maps. (Specify types) _____
- d ☒ Delineate APEI* on map(s).
- e ☐ Photograph(s). (Specify subjects) _____
- f ☐ Date(s) of construction of buildings, structures, etc.

Results of a review of: g ☐ NRHP* & updates h ☐ CHL* & updates i ☐ PHI* & updates

- j ☒ Copy of an archeological site records and literature search for the APEI*. Contact the appropriate Information Center listed on verso.
- k ☒ Copy of a cultural resources survey and assessment report on the APEI*.

Copy of a draft: l ☐ overview m ☐ management plan
n ☐ survey proposal o ☐ test excavation proposal

Copy of a: p ☐ test excavation report q ☐ data recovery proposal r ☐ data recovery report

- s ☐ Trinomial designations for archeological properties located within the undertaking's APEI*.
- t ☐ Name(s) of any federal agency(s) associated with the undertaking.
- u ☐ Other. (Specify) _____
- v ☒ Evidence that comments on the undertaking have been requested and obtained from local Native American or other interested ethnic groups.

Please contact Michael Rondeau of our staff if you have any questions.

Sincerely,

Knox Mellon

Dr. Knox Mellon
State Historic Preservation Officer

RECEIVED
DEC 21 1983

OFFICE OF PLANNING
AND RESEARCH

*APEI=Area of Potential Environmental Impact
*NRHP=National Register of Historic Places
*CHL=California Historical Landmarks
*PHI=Points of Historical Interest

December 21, 1983

Richard Nichols
1389 Cooper Road
Sebastopol, CA 95472

TO: Melvin K. Davis, City Manager

The Environmental Impact Report on the proposed Route E bypass for Sebastopol gives rise to a number of concerns, including impact on human habitation and wildlife resources.

Also, the proposal considers only a "quick fix" with little consideration and vision of the future.

The report states "The Laguna de Santa Rosa is a wetland which is of prime importance to Sonoma County, serving as a hydrolic safety valve, as well as unusually rich wildlife habitat", and, "over 75% of the Counties original wetland/riparian area resource has been destroyed..." (p77). This is a strong argument against the bypass. Instead of further degradation, I encourage a program to protect and enhance the whole Laguna system, and to set the example for the county at large by denying this proposal.

The City would be better served by following provisions set forth in the Sebastopol General Plan. This encourages "...land use patterns which reduce reliance on the automobile and minimize the length and number of vehicle trips" (p.9,A1.1). Also, the General Plan calls for "improving County transit services". (p.9,A1.3).

The plan also states that the City "... shall protect and enhance biotic and visual qualities..." (p.12,B4.2) and "to protect the Laguna... from further encroachment by uses which will significantly reduce its wildlife habitat value and associated vegetation." It is clear that a roadway, even with proposed mitigation, contradicts this basic concept.

Also of concern is the threat to the rural residential character of the neighborhoods. These threats include, noise, visual quality, and urban development.

The EIR states that "...60 db contour is considered to be the critical level for land use planning" (p.44). On page 45 the EIR states, "these areas are expected to be subjected to noise levels in excess of 60db by the year 2000." This appears to indicate that the proposed sound barriers will be ineffective. Since the report indicates that the "bypass will result in a short term reduction of noise levels along Highway 116" and that "the bypass will also produce comparable noise levels", it seems inappropriate to simply spread out the noise impacts. A solution that actually reduces noise levels in the long term should be the priority.

There is lack of concern in the report for the Cooper Rd. area, which Alt. E3 bisects.

The report states "... the bypass would not greatly effect growth in the Sebastopol area." and, "it is the intent to prohibit parcel access..." I feel that the opposite could occur. The road because of noise pollution, visual degradation and lack of access would devalue the area as a rural residential area. The property owners of the area may then put pressure to allow development.

cc Roger Hill
Linda C
Rafael
MCD

This could occur despite a proposal that a joint City-County policy of "strict planning controls should be implemented..." (p.81), in the Cooper Road area. Is there any way to control pressure for development when development (the bypass) has begun?.

On page 78 the report states "if no bypass were to occur, development and its effects could in time, encroach onto the floodplain and destroy much of the remaining resource." The logic and suggestion that a road should be put through the Laguna area to save it seems weak, perhaps a more direct and ~~long~~ lasting solution is to work towards setting aside the entire remaining Laguna complex as a viable open space, wildlife refuge and floodplain.

Of importance also is the visual quality of the Laguna area. The report states in Section 3.10, p.7, that the visual quality is not a significant factor. However, the report has several contradictions to this. Page 17 states that the rear of Fircrest Mobile Home Park would have "visual impact" (as well as noise even with the sound barrier.). On page 46 it is noted that landscaping "will not reduce noise impacts, but will "soften the visual impact of the noise barrier." I would take this to imply that there is significant visual impact and "softening" would not eliminate it.

Referring to the Sebastopol General Plan, objective G5 calls for the protection of the visual features of the Laguna and to "protect and enhance visual access to the Laguna." I would suggest that a berm and row of trees does not enhance visual access but blocks and degrades it.

In conclusion, the EIR acknowledges that the bypass is a short term and expensive solution to the traffic problem in downtown. The report does not adequately demonstrate that the benefits of the road justify its existence or the impacts on wildlife habitat or human habitat. The mitigation measures as proposed do not clearly indicate that they will be effective.

The real threat that can come from this proposal is that if this road is built, it could be the first of a series of encroachments that will ultimately ruin what is left of the Laguna and the rural character of Sebastopol. The report acknowledges that a northern extension would have to be built for the south leg to be effective.

Solutions that are beneficial to all areas of concern should be the emphasis of LONG TERM planning for Sebastopol and Sonoma County. These solutions include strong rural residential and agricultural zoning, permanent open space areas in the form of parks, wildlife reserves and farms, a traffic system in downtown which facilitates smooth flow, adequate off-street parking, improvement to existing approaches to town (especially 116 south), lowering of the speed limit in areas with significant noise impact, tree planting along roads and perhaps the most long lasting and comprehensive solution of all, a county wide, efficient transit system which would encourage people to leave the automobile behind.

Richard Nichols
Reenie Jacobsen

DCLG

memorandum

Terry Roberts, Manager
State Clearinghouse
1400 Tenth St.
Sacramento, CA 95814

Date: December 21, 1983

File: 4-Son-12-9.6
SCH #8311 0811

From : DEPARTMENT OF TRANSPORTATION - 4
Environmental Analysis Br.

Subject: DEIR for Sebastopol Route E Bypass. Lead Agency is City of Sebastopol.

Caltrans has reviewed the above-referenced document and would like to forward the following comments:

1. It is unclear whether or not the discussion in various parts of the report assumes a northerly extension of "Route E"; e.g., pages 11, 12, 64.
2. The document should address impacts, especially safety factors, on Routes 12 and 116, and the signalized intersections to be required.
3. The first mitigation measure discussed on page 31 (method of road construction near Route 12) should be discussed in terms of the relation between roadway elevation and flooding frequency. What is meant by elevated berms? Floodplain encroachment analysis meeting FEMA standards should be a major part of this assessment.
4. Information regarding our comment #2 on the N.O.P. should be included in the EIR. A copy of our NOP comments is attached.
5. Tables 1 and 3 would be more meaningful if one-way couplets were included, as in Table 15.

We look forward to reviewing the FEIR. Please send it to our contact person:

Mara Melandry
District CEQA Coordinator
Caltrans District 4
P. O. Box 7310
San Francisco, CA 94120

If you have any questions regarding these comments, please contact Michael Brady of my staff at (415) 557-0726.

Paul H. Hughes for
MARA MELANDRY
District CEQA Coordinator

MB:esp

cc: F.D. RUSSELL (DOTP)
RHI. CP. TJW. CLD. LV. MA. BKN. CH. FILL.

RECEIVED
DEC 22 1983

OFFICE OF PLANNING
AND RESEARCH



SONOMA COUNTY GROUP
REDWOOD CHAPTER

924 Gay Street
Santa Rosa, CA 95404

December 21, 1983

Melvin K. Davis, City Manager
City of Sebastopol
7120 Bodega Avenue
Sebastopol, CA 95472

Dear Mr. Davis,

The Sonoma Group of the Sierra Club has reviewed the "North Extension, Sebastopol Bypass Route E, Environmental Reconnaissance" and find that it is an incomplete document. Extension of Route E only as far as the edge of the city would be meaningless as a solution to the city's traffic congestion. Any further extension of Route E as described in Figure 13 (following p. 32) would enter extremely sensitive wildlife habitat. The destination of the extension would be High School Road/Occidental Road (pp. 1, 25-26), which traverses heavily wooded and hilly terrain. Any construction of a high-speed bypass would have severe effects on wildlife and plant communities and flood storage capacity of the Laguna. Those effects are not considered in this report.

We note that the Environmental Reconnaissance describes the area under consideration for an extension on the Laguna edge as "a good quality marshland which supports large wildlife populations," in spite of great disturbance by man in the past. This area is used for nesting by waterfowl. The report states that wildlife habitat is "rich and varied" in the riparian corridor (p. 18) and that the abandoned sewage treatment ponds "support a variety of water birds." Suggested mitigation measures would be to manage the area between the road and the Laguna channel (a very narrow strip) for wildlife. We feel that if a corridor were to be selected for a bypass in this area it should remain in already developed areas (Morris Street or west) and not impinge in any way upon existing wildlife habitat or the Laguna channel proper.

According to "Sebastopol Open Space: An Amendment to the General Plan, June 1973," Laguna North (of Highway 12) is a "flood plain with high value for all open space purposes. Restrict human activities to protect wildlife; continue existing agricultural uses." Again, Laguna North is "mandatory for open space designation." Bypass construction near or in the Laguna would certainly conflict with these stated goals.

Sincerely,

Michael Krikorian
Chairman, Sonoma Group
Sierra Club

m o r a n d u m

To : 1. Gordon F. Snow, Ph.D.
Projects Coordinator
Resources Agency

2. City of Sebastopol
7120 Bodega Avenue
Sebastopol, CA 95472

Date : December 20, 1983

From : Department of Fish and Game

Subject: Draft EIR for Sebastopol Route E Bypass, Sonoma County, SCH 83110811

The Department of Fish and Game has reviewed the subject report and we have the following comments.

The report adequately describes the project's effects on fish and wildlife resources. The proposed mitigation measures on pages 38-39 should be made conditions of any permit issued or required for the alternative chosen. We support Route E-3 and the northern extension to High School Road. Such an alignment will help separate the Laguna de Santa Rosa from the urban development to the west. We agree that a management plan for the "remainder" of the properties which would be crossed by the Bypass is necessary and we are available to participate in any technical advisory committee that is formed to develop such a plan.

Department of Fish and Game personnel are available to discuss our comments in more detail. To arrange a meeting, the project sponsor should contact Mr. Bill Cox, Fishery Biologist, telephone (707) 823-1001; Mr. Alan Buckman, Wildlife Biologist, telephone (707) 942-4449; or Mr. Ted Wooster, Environmental Services Supervisor, Region 3, Department of Fish and Game, P. O. Box 47, Yountville, CA 94599, telephone (707) 944-4489.

Al H. Cooper
Director

RECEIVED
DEC 21 1983

OFFICE OF PLANNING
AND RESEARCH



SONOMA COUNTY GROUP
REDWOOD CHAPTER

924 Gay Street
Santa Rosa, CA 95404
December 20, 1983

Melvin K. Davis, City Manager
City of Sebastopol
7120 Bodega Avenue
Sebastopol, CA 95472

Dear Mr. Davis,

The Sonoma Group of the Sierra Club has reviewed the draft Environmental Impact Report for the Sebastopol Route E Bypass (November 1983) and has the following comments.

We are struck by the fact that this Environmental Impact Report concerns only that portion of the proposed Sebastopol bypass from Highway 12 south. We understand that an EIR is required to consider a project in its entirety. Indeed, without such a study the project's impact on wildlife, flora, hydrology, urban growth and quality of life in the Sebastopol area cannot be assessed. We note that on page 1, page 11 (table 1) and page 13 and at other points the report states that without a northerly extension this bypass will have virtually no effect on traffic levels on Highway 116. On page 49, it states that no meaningful analysis of the effects on air quality is possible with study of only one segment of the bypass. This further points to the inadequacy of studying this project in parts.

The unique nature of the Laguna de Santa Rosa, its diversity of habitats, shelter of rare and endangered plants and animals, its value for agriculture, flood storage, aquifer recharge and as potential parkland is well documented. We feel that this report does not adequately discuss the impact of the project on the Laguna and especially its impact on wildlife. For example, the 1977 Laguna de Santa Rosa Report (Sonoma State University) lists 233 species of birds as having been sighted there over a 20 year period, yet the EIR lists only 125 (Appendix B). The Laguna is a major waterfowl resting, feeding and breeding area; yet waterfowl are not mentioned in the EIR.

The 1977 Laguna report lists 20 different species of mammals, yet this report discusses only one (deer) in a brief reference to the possible effects of noise on wildlife (p. 45). There is little or no discussion of the effects on wildlife of a proposed continuous sound barrier (pp. 6, 44, 46) and chain link fence (p. 41), nor of the effects on wildlife of fencing vernal pools as recommended (p. 31). There also is little or no consideration of the possible effects of loss of lands west of the proposed roadway (especially in Route E 3) due to induced growth (p. 48).

Mitigation measures for wildlife habitat and vernal pools are discussed on pages 40 and 41 and indicate that the disturbance of the riparian woodlands, vernal pools and the free movement of wildlife would be severe. Successful mitigation would depend entirely upon sensitivity during construction and upon the city's future desire and ability to manage lands for wildlife enhancement. As very limited funds are allotted for habitat quality enhancement and protection of rare and endangered species (Table 13, p.70), the reality of carrying out successful mitigation measures is questionable.

We feel that there needs to be some clarification on the project's growth-inducing effects. The references to it in the EIR (pp. 2, 48, 80-81) are somewhat contradictory. It seems unlikely that a major new roadway would have little or no growth-inducing impact on the surrounding areas as stated in the report. At the same time, the report remarks that the bypass could serve as an "eastern urban boundary" which seems to indicate some expected growth.

The EIR notes (pp. 2, 6, 25-27) that a certain amount of fill will be required for the roadway in a number of locations. There seems to be no provision for where the required fill will be obtained, except for a note (p. 30) regarding the taking of fill for a possible berm from the storage area, i.e. the Laguna. Any such taking could have a significant impact on plants and animals in the Laguna and if it were obtained outside the storage area it would result in a net loss of storage capacity. Neither the effects of this project on the storage capacity of the Laguna (which is about 60% of Lake Sonoma), nor the effects of removing and transporting fill are discussed.

The proposed Bypass conflicts with the intent of the Sebastopol General Plan to reduce dependence on autos for transport and, in fact, would encourage auto use. The EIR considers no alternative transport systems (e.g. improved bus or rail lines). The Bypass, in fact, offers only a short term solution to Sebastopol's transportation problems since in only 17 years (assuming construction of a northern extension) traffic levels on Highway 116 would be equal to present levels. The project also conflicts with a 1973 Amendment to the General Plan (Sebastopol Open Space) which states, "Laguna South: scenic flood plain with continuing potential for agricultural use, good potential for for County park."

The value of the Laguna as a unique and sensitive natural habitat, a flood plain and aquifer recharge area, and agricultural and open space area make its use as a highway route unacceptable. We believe that alternatives are available which would accomplish the same purpose (relieving traffic congestion on Highway 116) without the severe impacts on wildlife, plant communities and vernal pools which the construction of Route E would entail.

Sincerely,

Michael Krikorian

Michael Krikorian
Chairman, Sonoma Group
Sierra Club

*Refer all
letters to
MWB*

COUNTY OF SONOMA
DEPARTMENT OF PUBLIC WORKS

117A ADMINISTRATION BUILDING
575 ADMINISTRATION DRIVE
SANTA ROSA, CALIFORNIA 95401

DONALD B. HEAD
DIRECTOR OF PUBLIC WORKS

AREA CODE (707)
ROADS - - - - 527-2231
TRANSPORTATION 527-2231
SANITATION - 527-2351
REFUSE - - - - 527-2974
WASTEWATER
OPERATIONS - - 527-2351

December 19, 1983

RE: Sebastopol Bypass, Draft EIR

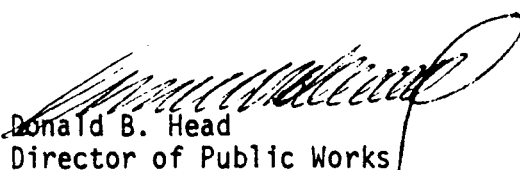
Sebastopol City Manager
7120 Bodega Avenue
Sebastopol, CA 95472

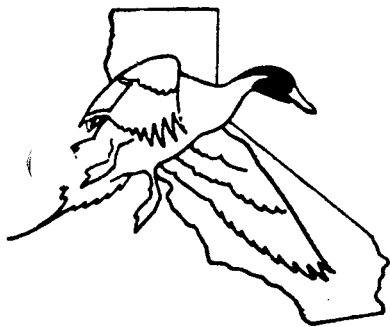
Public Works staff has reviewed the DEIR for the Route E Bypass. According to information presented in the DEIR (Table 1, page 11), the South E bypass will not meet its objectives unless a northern leg is constructed to provide a link to High School and Occidental Roads. It is likely, then, that approval of the South E Bypass will also commit the City of Sebastopol to the construction of the North E Bypass.

Since the projects are not independent, this EIR should discuss the environmental impacts that will occur when the northern leg is constructed. At this preliminary stage it may not be possible to discuss the impacts in the same level of detail as has been done for the South E Bypass. There is sufficient data available, however, to discuss the traffic-related impacts to the roads and the residents along parts of High School and Occidental Roads.

If North E Bypass impacts are not addressed in this document, there should be an explicit commitment by the City of Sebastopol to address the impacts in a subsequent document before approving the South E Bypass.

Thank you for the opportunity to comment on the DEIR. Our contact person is Ron Nickel (527-3661).


Donald B. Head
Director of Public Works



CALIFORNIA WATERFOWL ASSOCIATION

555 VETERANS BOULEVARD • REDWOOD CITY, CALIFORNIA 94063 • (415) 365-3072

Please reply to: 201 Gossage Avenue, Petaluma,
California 94952

December 16, 1983

Melvin K. Davis
City of Sebastopol
7120 Bodega Avenue
Sebastopol, CA 95472

Dear Mr. Davis,

We have reviewed the EIR for the Route E Bypass and are submitting our comments.

One of the prime resources of the Laguna de Santa Rosa is its waterfowl habitat, and yet the EIR does not address the effect of Route E on this resource. Therefore we request that the EIR be amended to cover the effects of Route E on nesting waterfowl; waterfowl that use the Laguna as a stopover on their migration route; waterfowl that spend the winter in the Laguna; and resident waterfowl.

We note that the Northern Extension is an integral part of the Route E project. We have reviewed the North Extension Environmental Reconnaissance and are also concerned that this report does not address the effect of the three alternative alignments on the waterfowl habitat.

Sincerely,

David Hillendahl
Director

memorandum

To : 1. Gordon F. Snow, Ph.D., Assistant
Secretary for Resources

Date : DEC 15 1983

2. Mr. Melvin K. Davis
7120 Bodega Avenue
Sebastopol, CA 95472

File No.:

Subject: SCH 83110811 -
Sebastopol Route E Bypass

From : Department of Water Resources

We have reviewed the subject draft environmental impact report which was transmitted by the State Clearinghouse and have the following comment and recommendation:

Hydrology and Drainage

Mitigation Measure No. 3 provides that, "Culverts (if necessary, bridges) where needed at Pleasant Hill Creek and at the marshy area north of the railroad, should be of adequate size so that flows from the 10 Year Flood would not be constrained."

As participants in the National Flood Insurance Program, both Sebastopol and Sonoma County prohibit encroachments into floodways which result in any increase in flood levels during the occurrence of the 100-year flood discharge. Although floodways for this area have not been determined under the Flood Insurance Program, encroachments into all drainage and stream courses should be regulated to the 100-year standards.

Thank you for the opportunity to review and comment.

James U. McDaniel
James U. McDaniel
Chief, Central District
ATSS 485-5631

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DEC 21 1983

OFFICE OF PLANNING
AND RESEARCH

Elgar Hill

12/14/83

To whom it may concern:

I would like to state my opposition and concerns regarding the Sebastopol Route E Bypass. I am convinced that the bypass will not only have a significant visual impact on the area, but it will also have an irreversible impact on the wildlife habitat.

It is stated in the EIR (P. 7) that a factor determined not to be significantly affected is "visual quality". I find it hard to believe that a highway running through a natural wetland, grassland, and riparian woodland area is not found to affect the visual quality of the area.

It is also known that there are Vernal Pools in the area, containing several rare and endangered plant species, which would be severely damaged and would likely be eventually destroyed. As stated in the EIR, "The Laguna is one of the largest + most variable fresh water marsh systems in the Northern Calif. Coast Ranges". This includes a Riparian Woodland + Swamp area which will suffer damage and even some total removal. We cannot afford the removal of any more "Wetland" there is so little left.

Certainly there will be negative effects on the wildlife in the area. First of all, any removal of habitat affects wildlife negatively. Secondly, the effect on wildlife attempting to cross the highway will be death + injury. There will also be some effects due to noise + division of habitat, + possibly pollutants. And, as stated in the EIR (P. 37) "Unknown

change will occur in the habitat patterns of local wildlife". Certainly, at the very least, more study is needed in this area.

It is also stated that purchase of public land and strong management policies are imperative to protection of this "Prime Wetland" area. I see absolutely no way in which strong management policies could be guaranteed let alone implemented.

I feel it is the obligation of the City of Sebastopol to protect this unique and irreplaceable natural resource that we are so lucky to have. In fact it would be my recommendation that the city look into having the property purchased by a Land Trust so that it could be properly protected forever.

Suzanne Cogen
9296 Country Ln.
Sebastopol

cc: Elmer + ...
1-10 1-10 6-10
H-10

PACIFIC GAS AND ELECTRIC COMPANY

P.O. BOX 640 • SANTA ROSA, CALIFORNIA 95402 • (707) 544-2235

December 5, 1983

City of Sebastopol
City Manager's Office
7120 Bodega Avenue
Sebastopol, CA 95472

Subject: Route E Bypass Environmental Impact Report

Dear Sir:

We have reviewed the subject report to determine the potential impact of the three alternative Route E alignments on our facilities. We agree with the statement of Paragraph 3.10 that gas and electric utilities will not be significantly affected.

Anyone of the three alignments, however, will most likely require the relocation of existing distribution facilities, installed to service customers in the immediate area. Specific information about these relocations will not be known until detailed plans of the route alignments are developed.

Please refer any questions to Mr. Mark R. Smith of my office, at 544-2235, Ext. 273.

Sincerely,

JDS
J. D. Sprecher
District Electric Superintendent

MRS:bt



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
211 MAIN STREET
SAN FRANCISCO, CALIFORNIA 94105

November 25, 1983

Environmental Branch

To: City Manager
City of Sebastopol
7120 Bodega Avenue
Sebastopol, California 95472

Subject: Route E Bypass, DEIR

Your request for comments from this office was received on November 14, 1983 by your notice dated November 7, 1983.

The proposed construction will require Department of the Army Authorization under Section 404 of the Clean Water Act. The last sentence on page 29 of the DEIR should read, "Section 404 of the Clean Water Act (33 U.S.C. 1344) requires authorization from the Corps of Engineers prior to the deposition of dredged or fill material into waters of the United States or adjacent wetlands, including freshwater marshes". Additional information concerning permit requirements was enclosed with our response to the Notice of Preparation. For further information, please contact our Regulatory Functions Branch at 415-974-0418.

The City should be aware that the Corps of Engineers review of permit applications considers many factors other than effects on water quality. The decision whether to issue a permit is based on an evaluation of the probable impact of the proposed activity on the public interest. Factors considered in the Corps' public interest review include effects on fish and wildlife values, including wetlands and endangered species, and cultural resources. Pursuant to the Fish and Wildlife Coordination Act, the Corps consults with the U.S. Fish and Wildlife Service, National Marine Fisheries Service, and California Department of Fish and Game to obtain their recommendations concerning permit applications. Great weight is given to the views of these agencies in the Corps' evaluation of permit applications. We therefore strongly recommend that the City confer with each of these agencies in the early stages of the planning process in order to reduce the likelihood of an adverse decision during the Corps permit process. The City should also confer with the California Department of Fish and Game to determine whether a Streambed Alteration Agreement will be required.

The DEIR notes that Executive Order 11988 (Floodplain Management) will be applicable to the proposed project if Federal funds are used for construction. Executive Order 11988 is also applicable to all Corps of Engineers permit actions and would be one of the criteria used in the Corps' public interest review of the City's permit application. The DEIR should note that Executive Order 11990 (Protection of Wetlands) would also be applicable to any Federally-funded project.

November 25, 1983

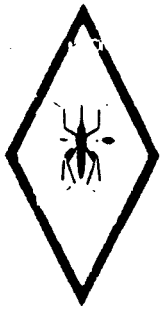
-2-

The DEIR contains a list of six plant species found in vernal pools in the project area which are considered rare and endangered by the California Native Plant Society. It should be noted that at least three of these species (Carex albida, Lasthenia burkei, and Limnanthes vinculans) are also listed as endangered under the State of California's Native Plant Protection Act.

Questions concerning our environmental review can be referred to Scott Miner at 415-974-0446. Thank you for including us in your review process.



Roderick A. Chisholm, II
Environmental Branch
Planning/Engineering Division



MARIN / SONOMA MOSQUITO ABATEMENT DISTRICT

First Organized District in California

556 No. McDOWELL BLVD., PETALUMA, CALIFORNIA 94952

(707) 762-2165

*cc Haden
Sept 1983
M 10 12*

BOARD OF TRUSTEES

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SONOMA

•
MANAGER
CHARLES H. DILL

•
SUPERINTENDENT
DAVID J. BAILEY

November 11, 1983

Mel Davis
City Manager
City of Sebastopol
7120 Bodega Avenue
Sebastopol, Ca 95472

Re: Route E Bypass

Dear Mr. Davis:

Under Section 3.5 Vegetation and Wildlife Habitat, Subsection C, Parts 2 & 3, it is of the utmost importance for the Mosquito Abatement District to be included in on the formulation of and management/protection plans concerned with aquatic habitats. Early input by our staff can go along way toward preventing or, at least, minimizing the use of pesticides for vector control.

Thanks...

Respectfully,

Charles H. Dill
Manager . Biologist

CHD/sl

SECTION B

PLANNING COMMISSION MINUTES OF 1-10-84

PLANNING COMMISSION
City of Sebastopol
MINUTES of January 10, 1984

Library Forum Room
7140 Bodega Avenue
Tuesday, January 10, 1984
7:00 p.m.

CALL TO ORDER: In absence of Chairman or Vice Chairman, Bruce Aspinall, Secretary to Commission, called meeting to order at 7:08 p.m. Planning Commission selected Commissioner Brownell to act as interim Chairman.

ROLL CALL - Present were: Commissioners, Magnie, Boyd, Lewis, Gregory, Brownell and Vice Chairman Edwards (arrived 7:10).

Absent were: Chairman Buttner (excused).

Staff present: Bruce Aspinall, Walter Laabs and Paul Schoch.

Vice Chairman Edwards arrived at this time and assumed the Chair.

APPROVAL OF MINUTES of December 13, 1983: Minutes approved as written.

1. Public Hearing - Use Permit - 544 S. Main Street - Theresa Mickleson
References: Use Permit Application, Copy of SB 163, Site Plan, Letter from City Attorney, dated January 5, 1984, Memo from Fire Chief, dated December 23, 1983, Memo from City Engineer, dated December 15, 1983 and Agenda Report from Bruce Aspinall, Planner, dated January 6, 1984.

Bruce Aspinall reviewed agenda report.

In response to questions from Commissioner Brownell, Bruce Aspinall reviewed parcel ownership and configuration of existing parking area.

- a. Public Hearing: Vice Chairman Edwards opened the public hearing.
No-one asking to speak, Vice Chairman Edwards closed public hearing.

Commissioner Brownell stated application was acceptable to her as shown.

In response to question from Vice Chairman Edwards, Bruce Aspinall stated proposal has been reviewed by Fire Chief and has been approved by him.

Commissioner Boyd objected to gravel, stating that he felt paving would prevent spreading gravel into neighborhood.

Ms. Mickleson was present, stating that parking area was blue shale, not gravel, it exists and has been adequate.

Commissioner Lewis moved and Commissioner Boyd seconded to grant the Use Permit, in that the Commission finds: That the establishment, maintenance or operation of the use of building applied for will not under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City, and to grant a Variance from the Parking Ordinance to allow the shale rather than asphalt paving, and to not require four(4) marked off-street parking spaces, in that the Commission finds: Because of special circumstances applicable to the property, including size, shape, topography, location or surroundings, the strict application of the Zoning Ordinance deprives such property of privileges enjoyed by other property in the vicinity and under identical zoning classification.

VOTING AYE: Commissioners, Magnie, Boyd, Lewis, Gregory, Brownell and Vice Chairman Edwards.

VOTING NO: None.

ABSENT: Chairman Buttner.

2. Public Hearing - Route "E" EIR

References: Letters stating comments from the following:
Marin/Sonoma Mosquito Abatement Dist, dated 11/11/83, Office of Historic Preservation, dated 11/21/83, Dept. of the Army, Corps of Engineers, dated 11/25/83, Ken Stocking, dated 11/29/83, Pacific Gas & Electric, dated 12/5/83, Suzanne Cogen, dated 12/14/83, Dept. of Water Resources, dated 12/15/83, CA. Waterfowl Assoc., dated 12/16/83, County of Sonoma Dept. of Public Works, dated 12/19/83, Sierra Club, dated 12/20/83, 12/21/83, Dept. of Fish & Game, dated 12/20/83, Richard Nichols, dated 12/21/83, ABAG, dated 12/21/83, Dept. of Trans.-4, State of CA., dated 12/21/83, Gene Ravani, dated 12/22/83, Madrone Audubon Society, dated 12/23/83, State Clearinghouse, dated 12/23/83 and Agenda Report from Bruce Aspinall.

Bruce Aspinall reviewed agenda report and EIR process. The Consultant is to prepare written responses to all comments received. The Planning Commission will review these responses at a later date, and, once satisfied that the Draft EIR, and response to comments are adequate and complete, will forward both to the City Council for their hearing.

Vice Chairman Edwards stressed that this hearing is for comment on the EIR; there would be a future opportunity for public input on whether the roadway should be built.

Nadine Sponamore and Elgar Hill, authors of the EIR were present to review the document.

Nadine Sponamore reviewed the methodology of EIR preparation, explaining that inter-disciplinary Mitigation Measures were incorporated into the report. Ms. Sponamore stated that traffic was the primary consideration, and briefly summarized the traffic conclusion of the EIR.

In response to question from Commissioner Edwards, Ms. Sponamore stated that the cost assumptions did not consider connection to Gravenstein N.

Elgar Hill reviewed the proposed three(3) alternative routes which were evaluated as to environmental impact. Mr. Hill reviewed the range of potential impacts of the three(3) routes (summarized on pages 63-67) of Draft EIR. Mr. Hill stated that additional study would be needed when and if design drawings are prepared, to evaluate specific impact on vernal pools.

Ms. Sponamore stated that appraisal was 'gross' appraisal for entire route, not a parcel-by-parcel appraisal. If Route E is to be built, a subsequent lot-by-lot appraisal would be done.

a. Public hearing: Vice Chairman Edwards opened public hearing.

1. John Garroty 1327 Cooper Road, stated that no Northerly extension is shown; what would happen to the riparian area near Hwy. 12 if over-passes are needed in future to tie to the North.
2. Ed Barnes 1200 High School Road, read from an August, 1983 letter of his regarding Federal Executive Order on Wetlands Protection. Mr. Barnes stated that Route E is incompatible with environmental nature of Laguna. Mr. Barnes stated that the proposed alternatives were not discussed in the West Sebastopol Transportation Plan. Mr. Barnes submitted copies of his letter.
3. Martha Bentley, representing Madrone Audubon Society, stated that the Laguna was a primary conservation goal of the Society. Ms. Bentley felt that EIR was inadequate. Also, it is apparent that the three(3) alternatives are only one part of a larger project. If this EIR is part of Staged EIR, it falls under CEQA guidelines regarding Staged EIR (Sec. 15167 CEQA Guidelines). Questions regarding Northerly extension must be addressed now; also total cost and cumulative effects must be addressed.

2. Public Hearing Route 'E' EIR - continued

4. Tony Chastéen 2104 Blucher Valley Road, representing California Waterfowl Assoc., stated that Laguna was a prime Waterfowl habitat, EIR is deficient in that it does not discuss effect of Route E Waterfowl.
5. Vic Stefenoni, Cooper Road stated that maps in EIR (pages 56 and 6) showed different alignments which showed different impacts on his property.
Nadine Sponamore replied, stating that map on page 56 was incorrect due to photo reducing process. It is general location only.
6. Ken Stocking, representing Sonoma County Chapter Sierra Club, read from December 20, 1983 a letter from the Club, questioning the adequacy of the EIR in its discussion of effect of Route E on the Laguna. Source of 10,000 yds of fill
7. Iva Warner, Sonoma County Tomorrow, concurred with comments of Ms. Bently and Mr. Stocking. Ms. Warner stated that all alternative routes would destroy much of the Laguna environment; adequate Mitigation Measures have not been discussed in the EIR. Ms. Warner recommended that Planning Commission find EIR inadequate.
8. Don Carivalli, Gravenstein Hwy. South stated that he, as a major property owner was not notified of pending Route E Draft EIR.
9. Clint Penney 6665 Sebastopol Road, Co-owner of Village Park, stated that Route E would severely affect his business.
10. Willow Miranda, Cooper Road stated that route location was in environmentally sensitive area.
11. Dennis Michado 642 Petaluma Ave. stated that EIR did not address possibility of Healdsburg-Rogers fault in area. Mr. Michado submitted a letter to the Planning Commission.
12. Don Russell, Bodega Harbor, asked if EIR could consider an alternative using Llano Road.
13. Vernon Yates, 6800 Evergreen Ave., questioned the feasibility of any fill whatsoever on the Laguna mud. Mr. Yates felt that State ultimately would by-pass Sebastopol using Llano Road connection to Guerneville Road. Plan should be as to Route E EIR
14. Chester Locklear, Hutchins Ave. stated that borings were done near his house which showed that sub-surface is inadequate to support a roadway.
15. Suzanne Cogan, Country Lane, stated that visual quality was major consideration; the EIR states otherwise. Ms. Cogan was also concerned regarding management of the recommended Mitigation Measures.
16. Barbara Chastéen 2014 Blucher Valley Road, stated that EIR did not adequately address loss of Wetlands. Mrs. Chastéen stated that project was inconsistent with Sebastopol General Plan policies regarding filling in Laguna.

2. Public Hearing Route "E" EIR - continued

17. Richard Nichols, 1389 Cooper Road referred to his written comments submitted earlier. The EIR does not adequately address the effects of Route E on homes.
18. Dorothy Yates, Fircrest Mobile Home Park, stated vehicular access to Park would be difficult, also, Route E-1 and Route E-2 would affect residents
19. Pam Underwood, Cooper Road, felt that discussion regarding noise and air quality was inadequate; she felt the impact on Cooper Road needs to be more thoroughly discussed. Ms. Underwood wondered how many people attended the walking tours. The ground would not support fill for a roadway. A truck had sunk into her driveway due to wet soil.
In response to questions from Commissioner Edwards, Nadine Sponamore reviewed notification procedure regarding walking tours; people did not walk on property belonging to property owners who had objected.
20. Camille Smith 214 Cuardo Ave., Millbrea, stated that her mother who is a property owner along Route E was not notified.
Vernon Yates concurred with comments regarding noise impacts on Mobile Home Parks. (Fircrest and Village Park).
21. Mr. Ressio, Hutchins Ave, stated that Route E should be evaluated on development and growth inducement implication of the Route.
22. Tom Silman, 1921 Cooper Road stated he was in flood plain, and was not allowed to fill their land. How can fill be allowed for roadway, and what effect will roadway have on local flooding.
23. John Garroty asked what process would be followed now?.
Commissioner Edwards outlined procedure.
Nadine Sponamore also outlined the EIR process.
24. Ms. Dale Harrison 6877 Hutchins Ave., stated that she was not notified; she has not been able to assess the EIR.
Willow Miranda asked about access to her property should Route E be built, cutting off part of her property. Nadine Sponamore replied that EIR assured that if any part of property is within "take" the entire property would be taken; a more definitive appraisal would be done later, if a by-pass is to be built. Mrs. Miranda stated that it would be impossible for her to sell her house, now.
25. Josie Carr 672 Jewell Road spoke against need for additional roadway.
 - b. Closed public hearing. There being no further comments, Vice Chairman Edwards closed public hearing.

Vice Chairman Edwards declared recess at 8:55 p.m.

Vice Chairman Edwards reconvened the meeting at 9:10 p.m.

2. Route "E" EIR - continued

c. Commission Discussion

Vice Chairman Edwards stated that Planning Commission would summarize comments, and would continue their discussion to the next meeting.

Commissioner Gregory stated that many of his concerns were addressed in public hearing. However, certain questions are still remaining. Commissioner Gregory wants to talk to Hydrologist. Also, he is concerned regarding legality of EIR, as expressed by Madrone Audubon Society. He is also concerned as to what happens if additional study uncovers new evidence; certain corrections cannot be made in field. He would like to have the Consultant Geologist present to discuss the soils information. Since the roadway was not in conformance with Federal/State Guidelines, there would be no outside funding. Questions on funding, and others, he would like to discuss with authors.

Commissioner Lewis has several questions on EIR regarding alternatives not looked at, the costs, and Northerly extension. Noise needs to be addressed in more detail.

Commissioner Brownell stated that, on page 53b, there is an error in the text. Commissioner Brownell stated her primary area of concern was whether excavation and re-compaction had been adequately addressed. She noted there was no Mitigation listed for loss of Agricultural Soils. She is also interested in more adequate discussion regarding Mitigation of riparian units. The mapping of vernal pools was not complete. She concurred with comments regarding future sign discussion of archaeology. Also, representative of Native America should be contacted. Commissioners concurred with public comments regarding visual and noise. She felt that additional discussion regarding re-location was needed; the re-location costs in EIR are too low.

Commissioner Boyd asked for further information regarding Staged EIR, and on impact on future access to outside funds.

Commissioner Magnie asked for clarification of impacts which did not have adequate Mitigation Measures proposed, and which were discovered later.

Vice Chairman Edwards stated that there needs to be additional discussion on relationship of Route E to General Plan. Also, there should be an EIR on the total project. She also felt that some discussion on the by-pass on each side of Laguna should be done.

Nadine Sponamore stated that EIR was focused, and scope of services reflected that. Ms. Sponamore also stated that the requested outside Consultants could attend future Planning Commission meeting.

Commissioner Brownell asked if information on additional flooding could be mapped, rather than discussed in percentage terms.

Vice Chairman Edwards stated that Planning Commission discussion would be continued to January 24, 1984.

3. Public Hearing - Rezoning/Subdivision - SHP Investments
References: Application for Zone Change and Application for Subdivision, Owners Statement, Letter from Dave Madsen, Letter from Dept. of Fish & Game, Letter from Sonoma County Water Agency, Notice of Hearing, Negative Declaration, Letter from Fire Chief, Letter from City Engineer, Memo. from Traffic Engineer and Agenda Report from Bruce Aspinall.

Commissioner Lewis declared possible conflict of interest and stepped down from chair.

Bruce Aspinall reviewed agenda report.

- a. Public hearing: Vice Chairman Edwards opened public hearing.

Dave Madsen, Applicant stated that applications meet General Plan and he concurs with staff report. Mr. Madsen is available to answer questions.

Commissioner Lewis speaking as architect for Laguna Vista Garden Homes, stated they would support approval of these applications; it provides the roadway to his project.

Mr. Madsen explained history behind joint agreement with Laguna Vista Garden Homes regarding roadway to Palm Avenue. Mr. Madsen also reviewed the history of Zoning of the property. Mr. Madsen also questioned certain recommended conditions of approval - particularly condition number 10 of City Engineer's memo.

Mr. J. E. McNamara stated that entire roadway could be done without additional right-of-way. Bruce Aspinall and Paul Schoch stated condition was that right-of-way be acquired; only 26' roadway need be built at this time.

Commissioner Lewis stated this project would probably be built at same time as Laguna Vista Garden Homes.

- b. Closed public hearing: Vice Chairman Edwards closed public hearing. Commissioner Gregory asked why an EIR was not required. Bruce Aspinall replied that Environmental Review Committee determined Negative Declaration was in order, in light of EIR for Laguna Vista Garden Homes. and retention of 2-1/2 acres in R-A (Residential Agricultural).

Commissioner Brownell questioned the Negative Declaration, particularly archaeological sensitivity. Polley Polley & Madsen stated archaeological survey had been done and submitted to City; there is no archaeological site. In response to question from Commissioner Brownell, Paul Schoch stated there are several sewerage options. Regarding drainage, Bruce Aspinall stated that City Engineer's memo contains condition on drainage. Commissioner Brownell questioned need for paving to sewer manhole; would turfstone be acceptable? Paul Schoch replied yes. Paul Schoch suggested that Planning Commission clarify condition if they desire.

Commissioner Brownell asked for clarification of Walter Laabs' memo.

Commissioner Brownell moved and Commissioner Gregory seconded that Planning Commission recommended that the City Council approve the Negative Declaration.

VOTING AYE: Commissioners, Magnie, Boyd, Gregory, Brownell and Edwards
VOTING NO: None
ABSENT: Chairman Buttner
ABSTAIN: Commissioner Lewis

Commissioner Brownell moved, and Commissioner Boyd seconded that the Planning Commission adopt Resolution No. 1-84 recommending to the City Council Rezoning of the Westerly 123' \pm to the "O" District.

VOTING AYE: Commissioners, Magnie, Boyd, Gregory, Brownell and Edwards
VOTING NO: None
ABSENT: Chairman Buttner
ABSTAIN: Commissioner Lewis

3. Public Hearing - Rezoning/Subdivision - SHP Investments - continued

Commissioner Brownell moved and Commissioner Boyd seconded to include in Resolution No.1-84 that Planning Commission recommend to City Council approval of Tentative Map subject to Staff recommended conditions:

- a. Condition 1-4 of "Scenario #3" in City Engineer's memo of November 29, 1983.
- b. Conditions 1-11 (pages 3-4 of City Engineer's memo).
- c. Condition Recommended by City's Traffic Engineer in memo of November 17, 1984.
- d. That the final alignment of an Easterly extension of Palm Ave. as well as connection(s), if any to Southerly properties shall be determined and incorporated into the development of Lot #5. Appropriate notations, if any, satisfactory to the City Engineer and City Attorney should be placed on the Final Map, particularly as such final alignment may affect Lot #1.
- e. Condition as recommended by the Fire Chief in his memo of November 30, 1983.
- f. Condition as recommended by the Sonoma County Water Agency (memo of November 22, 1983).

VOTING AYE: Commissioners, Magnie, Boyd, Gregory, Brownell and Edwards
VOTING NO: None
ABSENT: Chairman Buttner
ABSTAIN: Commissioner Lewis

4. Request for Modification of Subdivision Conditions - 855 First Street.
References: Letter from Stephen Kane with Plat Map attached, copy of Resolution 11-33, Letter from City Engineer, Vicinity Map and Agenda Report from Bruce Aspinall, Planner.

Planning Consultant Aspinall reviewed agenda report.

In response to question from Commissioner Edwards, City Engineer Schoch stated that years ago, deferring improvements had resulted in problems to the City as well as property owners. In response to question from Commissioner Lewis, City Engineer Schoch summarized only mechanism for City requiring improvements across other properties could be Assessment District.

City Engineer Schoch reiterated staff recommendation for requiring street improvements in conjunction with subdivision. He did not feel level of improvements was unreasonable; no curb, gutter and sidewalk is required; only street paving.

Mr. Stephen Kane, 2019 Pleasant Hill Rd., stated property to South had not done street improvements. He displayed a map showing actual street conditions. He stated street improvement requirement was not warranted.

City Engineer Schoch reviewed again circumstances in which City may require street improvements.

In response to question from Commissioner Boyd, City Engineer Schoch reviewed refunding agreement for sewerline extension.

Planning Consultant Aspinall reviewed history of subdivision, including that City granted an exception to allow subdivision in the first place.

Commissioner Gregory felt that development must pay its own way. He felt that improvement request was reasonable, although he would question full street improvements.

Commissioner Brownell concurred with Commissioner Gregory, and reminded Mr. Kane that Planning Commission had required standard improvements on previous item, and that his improvements were less than standard.

Mr. Kane reiterated that the improvement was not a benefit to the neighborhood.

4. Request for Modification - 855 First Street - continued

Commissioner Boyd concurred with other Commissioners; the subdivision warrants the improvements. Even if it was perhaps overlooked in the past elsewhere, that was no justification for varying the standards in this case.

Commissioner Edwards concurred.

Commissioner Lewis stated that he was sympathetic to the applicant; property across the street will benefit but not pay for the improvement. He believes that First Street will stay the way it is for the foreseeable future.

Commissioner Boyd moved and Commissioner Gregory seconded the motion to deny request to modify street improvements for request for modification of subdivision condition #3 along frontage of 855 First St.

Under discussion, Commissioner Magnie stated she was torn between supporting or not supporting the motion.

VOTING AYE: Commissioners Brownell, Boyd, Edwards, Gregory & Magnie.

VOTING NO: Commissioner Lewis

ABSENT: Chairman Buttner

Commissioner Edwards stated that her vote was reflection of previous City granting of waiver.

5. Request for Annexation - 235 Hutchins Ave. - Charles Hawkes
References: Application for Rezoning, Notice of Hearing, Exhibit A and B Maps, Letter from Charles Hawkes, Memos from City Engineer and Fire Chief, Agenda Report from Bruce Aspinall.

Planning Consultant Aspinall reviewed agenda report.

In response to question from Commissioner Edwards, City Engineer Schoch stated that ultimately, all property within City is to be sewerred. However, only way of solving Hutchins Ave., which slopes away from Gravenstein South, is by implementing line 'L-1' shown years ago on sewer Master Plan or by pump stations. The line on Gravenstein South is not designed to take all sewerage designed to go to line 'L-1'.

In City Engineer Schoch's memo, Commissioner Lewis felt that items #4 and #5 in City Engineer's memo should be part of any Planning Commission recommendation.

Applicant, Hawkes stated that he is paying a water surcharge; he did not feel that additional water fee is appropriate. Mr. Hawkes also questioned the need for a fire hydrant.

Planning Consultant Aspinall stated agenda report is in error; property is not now contiguous to City limits. It will be contiguous when the "Cotter" annexation is completed.

City Engineer Schoch explained requests for water service to annexed properties.

Applicant, Hawkes stated his reasons for wanting annexation is primarily fire and police protection, and will be able to more fully participate in City affairs.

Commissioner Lewis moved, Commissioner Magnie seconded that Planning Commission recommend to City Council that City Council proceed with annexation, and that provision for fire protection be included in annexation agreement.

5. Request for Annexation - 235 Hutchins Ave. - continued

VOTING AYE: Commissioners, Magnie, Boyd, Lewis, Gregory, Brownell and
Vice Chairman Edwards.

VOTING NO: None

ABSENT: Chairman Buttner

REPORTS FROM COMMISSION

1. Commissioner Lewis reported that on February 1, 1984, there is intended a joint meeting of the City Council and Chamber of Commerce. It still needs to be confirmed.
2. Bruce Aspinall reported on LAFCO Sphere of Influence determination for Sebastopol.
3. Commissioner Lewis reminded staff that he had asked for memo on limit of Community review in Planned Community District.
4. Commissioners Magnie and Gregory noted in City Council minutes that Mr. Cotter's architect had stated that the Planning Commission was 'biased' against the applicant. Commissioner Gregory stated that it was resented and was an affront to members of the Commission. The Commission agreed.
5. Commissioner Magnie asked that the Building Inspector follow-up on the "El Paso" Sign.
6. Commissioner Lewis reported that City Council response to the C-1/C-2 Study was very positive. He also reported that he and other Commissioners asked for additional review of the Wetlands Study.

ADJOURNMENT - 11:22 p.m.

Respectfully submitted,



Bruce Aspinall,
Secretary to Planning Commission

SECTION C

PLANNING COMMISSION MINUTES OF 1-24-83

7 pages

PLANNING COMMISSION
City of Sebastopol
MINUTES of January 24, 1984

Library Forum Room
7140 Bodega Avenue
Tuesday, January 24, 1984
7:00 p.m.

CALL TO ORDER: Chairman Buttner called meeting to order at 7:07 p.m.

ROLL CALL - Present were: Commissioners Boyd, Lewis, Magnie, Gregory, Brownell (arrived 7:15 p.m.), and Chairman Buttner.

Absent was: Commissioner Edwards.

Staff present: Bruce Aspinall, Planning Consultant.

APPROVAL of Minutes of January 10, 1984: Commissioner Lewis noted, page 3, speaker #6, should be noted that Mr. Stocking asked where 10,000 yards of fill was coming from. Speaker #13, Mr. Yates, stated plan should be as to Route "E" EIR. Speaker #19, Ms. Underwood stated that truck had sunk in her driveway, due to wet soil. Commissioner Magnie noted page 5 should be "Native" America not "Nature". Commissioner Magnie also noted that Mr. Lewis should not be referred to as Commissioner on item #3. Minutes approved as corrected.

1. General Plan Consistency Determination - Gravenstein Hwy. and Cooper Rd. References: Letter from Tri-Star Development dated January 5, 1984, Agenda Report from Bruce Aspinall, Planning Consultant dated January 20, 1984.

Commissioner Brownell arrived at this point.

Planning Consultant Aspinall, reviewed agenda report. In response to questions from Commissioner Magnie, Bruce Aspinall reviewed history and Annexation Agreement.

Commissioner Brownell stated that she had long been against strip commercial and in favor of residential use of property and would strongly support consistency findings. Chairman Buttner concurred.

Commissioner Lewis agreed, but felt that density questions could not be addressed at this time. Commissioners Magnie and Boyd concurred. Commissioner Gregory also agreed regarding density; residential uses would eliminate strip commercial.

Chairman Buttner agreed, stating General Plan showed commercial only because of series of circumstances. He felt that the Planning Commission should provide some guidance to application regarding density. Traffic is major consideration, also, sewerage and land coverage should be about the same as previous approvals.

Commissioner Brownell concurred; she felt that the High Density General Plan range is appropriate for the site, but site constraints will need to be considered. Commissioner Gregory concurred.

Commissioner Lewis was not comfortable with upper end of the density range; he did not want to be tied in to upper end of range. It should be clear to the applicant that the most likely density will most likely be between 6 and 15 dwelling units per acre. Commissioner Boyd concurred.

Commissioner Lewis moved, Chairman Buttner seconded that Planning Commission find that residential use of property would be consistent with General Plan.

VOTING AYE: Commissioners Boyd, Lewis, Magnie, Gregory, Brownell and Chairman Buttner.

VOTING NO: None.

ABSENT: Commissioner Edwards.

2. Continued Discussion - EIR Route "E"

References: Agenda Report from Bruce Aspinall, Planning Consultant.

The Planning Commission noted that the consultant was not in attendance and continued this item until later on in agenda.

Commissioner Magnie stated that she needed some additional information regarding legality of "Staged EIR". Bruce Aspinall stated EIR consultant would be able to answer that question.

3. Continued Planning Commission Discussion - Wetlands Study

References: Draft of Sebastopol Laguna Wetlands Policy, Exhibits A, B and C, Agenda Report from Bruce Aspinall, Planning Consultant.

Bruce Aspinall reviewed the background of the study, and preliminary conclusions to date.

2. EIR Route "E" - continued

Nadine Sponamore arrived at 7:40 p.m. Planning Commission resumed discussion on EIR Route "E".

Ms. Sponamore stated she had met with City Manager. Additional funds would be needed to have sub-consultants present. She had contacted the State and stated that "Staged EIR" was not required; it is only a suggestion. The EIR would be valid until such time as conditions may change. However, the bypass in its entirety, would need to be discussed at time of General Plan Amendment to identify specific Route "E" alignment. It is legal to act on one phase of a project. The State is to have provided her a specific example of this, but hasn't done so yet.

Commissioner Gregory stated he was uncomfortable with staged environmental review, even though it may be legal. There are implications way beyond those in just the first phase.

Ms. Sponamore stated that certification of an EIR was not tantamount to project approval.

Commissioner Magnie asked that Ms. Sponamore review the "Staged EIR" with City Attorney.

In response to questions from Commissioner Boyd, Ms. Sponamore stated that prior to building Route "E", a General Plan Amendment would be needed to identify route location.

Commissioner Brownell questioned the economic viability of Route "E", given that no Federal or State funds are available. There also may not be Redevelopment funds. She did not feel the expenditure of additional consultant funds was warranted. She felt there are significant adverse effects and that Route "E" should not be built.

In response to questions from Commissioner Magnie, Ms. Sponamore stated that purpose of review now was whether EIR is adequate, not whether project should be built.

Commissioner Gregory asked for quantities of cut and fill. He also questioned the soil stability. Building a roadway causes a number of problems. Densification of soils can occur, and permeability decreases; this is detrimental to down-slope sandy soils. The indirect effects of this is grossly understated in the EIR. He could not consider certifying the EIR without more intensive hydrology information. Correction of these soil conditions are extremely expensive, and not reflected in the cost estimates. He asked for more detail on technical and cost implications, given the soil conditions.

SECTION D

SUMMARY OF COMMENTS RECEIVED AND RESPONSES TO COMMENTS

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NOTE

It is the purpose of an EIR to uncover potential impacts resulting from a project and determine what mitigations are available. In the following comments, considerable concern has been raised pertaining to project specifics. At this early stage in project development, resolution of many of these issues and problems is unknown. In the EIR, mitigations have therefore been identified (a vegetation management plan, archaeological exploration, parcel specific appraisal, and others) -- which, when implemented, will further assess and mitigate potential impacts. As mentioned in Section E, the timing of these mitigation measures (after decision to proceed with a specific alignment, but before any project activity, for the most part) is critical.

WRITTEN COMMENTS RECEIVED AND RESPONSES TO COMMENTS

COMMENT 1: Madrone Audubon Society (dated 1-10-84)

- a. EIR incomplete in its coverage of the Laguna.
- b. The EIR finds that the southern leg Route E of the Bypass is dependent upon a northerly extension in order to be a effective traffic congestion relief measure. "...Unless you are prepared to claim that the City plans to have this entire project under construction within two years, both the southern and the northern legs, the EIRs connected with it appear to be 'staged EIRs'. And if this document is part of a staged EIR, then it falls under the regulations of the California Administrative Code, Title 14, Division 6, Section 15167."
- c. Identifies several questions which should be addressed in a "Master EIR" (our term) on the total Bypass.

RESPONSE:

- a-c. It was the intention of the City and the Consultants to study the Bypass as suggested in the Sebastopol General Plan, a link from Highway 116 to Highway 12 near the Laguna Bridge. It was the original concern that the effects on this area, (because of its high level of sensitivity in both ecological/hydrological, geological, archaeological and related aspects) required study, if a bypass were to be built. The Council commissioned an overview EIR that identified the significant concerns, impacts, tested the feasibility of the Bypass and identified mitigation measures. During the course of the study it became apparent that the Route E (southerly) leg of the Bypass, as presented in the Sebastopol General Plan, would not be effective in solving traffic problems unless it was part of a larger bypass concept - such as the one presented in the County General Plan. As the study was already underway, the Consultant proceeded with the completion of the EIR. An Environmental Reconnaissance (ER) was then done for the portion of the area to the north of Highway 12 (within the City Limits) for Bypass route feasibility. It is opinion of the Consultant and Staff that the EIR was designed to study, in depth, one aspect of the traffic relief options. Many other "bypass" options have been presented, but proved to be ineffective for one or more of many reasons --

primarily having to do with traffic origin and destination. The EIR includes an alternative plan, the one way street system, for consideration.

Preliminary discussions with the Staff of the State Office of Resources and Energy and Permit Assistance (OREPA) indicate that approach to this project, while not totally in accordance with the goals of CEQA, was acceptable, providing specific action on the Bypass would not be taken until the "whole" Bypass was studied.

Subsequent discussions revealed that it would be preferable to continue with the completion of this responses to comments section, but transfer the status of the document from EIR to Feasibility Study, using the data from this study in a subsequent EIR on the "whole" project.

COMMENT 2 : Ed Barnes (two letters, dated 1-10-84 and 8-3-83).

- a. States that the project (the Bypass) ignores and/or violates Executive Orders 11988 and 11990.
- b. Identifies the significance of the Laguna as a floodplain habitat area and aquifer recharge area.
- c. Makes several additional comments concerning the project's economics, design and concept.

RESPONSE:

- a. A review of Executive Orders 11988 and 11990 occurred as part of the preparation of the DEIR by the Consultant. The orders come into effect only if Federal lands are used for construction. However, the intent of the Executive Orders (floodplain management and protection of the wetlands) were the basis for assessment of the project and helped in the preparation of the mitigation measures for the project. If a Section 404 permit is required (see DEIR, page 29), the Corps of Engineers must consider the Executive Orders, but this consideration will not preclude the granting of a permit, as granting of a permit depends on advantages/disadvantages as interpreted by the Corps of Engineers.

It should be noted that the Bypass design has employed the concept that, since Highway 12, (and parts of Highway 116) is subject to inundation, to build a bypass which is not subject to flooding would be extremely expensive and would

still be flooded at its intersections with these other roads.

- b. The DEIR, pages 29-41, 77-78, and several appendices, identify the Laguna's importance as a floodplain, habitat area and aquifer recharge area.
- c. These comments pertain to the project (Bypass) not the contents of the EIR and no response is required. However, the comments are included herein as part of the report.

COMMENT 3 : Dennis Machado (dated 1-10-84)

- a. Makes several comments on the value of the Laguna as a flood plain, water filtration system, open space, habitat area, location of rare and endangered species and significant wetland.

RESPONSE:

- a. While the comments made relate to important matters, they are descriptive and primarily address the project. They are incorporated, herein, with no response required.

COMMENT 4: Gene Ravani (undated)

- a. Lives at 1205 Cooper Road, within the Route E-2 right-of-way. He expresses opposition to Route E-2 as they do not want to move.

RESPONSE:

- a. No response necessary as the comment refers to the project, not the EIR.

COMMENT 5: Office of Resources Energy and Permit Assistance (OREPA)
(12-23-83)

- a. Standard letter regarding the receipt of the EIR and responses to comments.

RESPONSE:

- a. None necessary. This "addendum" document insures compliance.

COMMENT 6: Madrone Audubon Society (12-23-83)

- a. Sebastopol Bypass is recognized in the Sonoma County General Plan.
- b. This EIR cannot be regarded as an EIR for the whole project; the Environmental Reconnaissance for the north extension is not known to the general public.
- c. CEQA Guidelines provide for Staged EIR's.
- d. There has never been an approved Initial EIR for the "whole" Bypass; therefore, this EIR is not legal, because the impacts of the "whole" project (including the area to the north of Highway 12) are not clear.
- e. Until these issues (a factor analysis of the area to the north) are addressed, the EIR is insufficient.

RESPONSE:

- a. No response is necessary.
- b. The Environmental Reconnaissance for the Northerly Extension of Route E is a working paper, a feasibility study of the potential for alignments between Highway 12 and the City limits. As such, it was not distributed for public review.
- c, d, & e.
See response to comments by Madrone Audubon, dated 1-10-84.

COMMENT 7: ABAG (12-21-83)

- a. In order to protect the Laguna, ABAG offers three sets of mitigation measures.

RESPONSE:

- a. Several of the suggested mitigation measures are contained in the DEIR; however, they are included herein as part of the document. The City is currently in the process of adopting a "wetlands system management" policy. The following two mitigations, suggested by ABAG, should be part of the Vegetation Management Plan recommended in the EIR.

Mitigation of Construction Impacts

- Minimize clearing through riparian and wetlands habitats.
- Confine construction in these areas to summer-fall low flow periods.
- Set up erosion control practices (e.g., ABAG Manual of Standards for Erosion Control) to minimize sedimentation in streams.

Adoption of a Wildlife Habitat Management Plan

- This plan should not only include riparian habitat, but permanent and seasonal wetlands as well.

COMMENT 8: State Office of Historic Preservation (11-21-83)

- a. Requests copy of Archaeological Report.

RESPONSE:

- a. Talked with Ms. Waugh at State Office of Historic Preservation) and sent off copy.

COMMENT 9: Richard Nichols/Nellie Jacobsen (12-21-83)

- a. The first seven paragraphs of this letter refer to the project, not the EIR.
- b. EIR shows lack of concern for the Cooper Road area.
- c. Concerned that mitigations suggested in the EIR will not reduce growth inducing pressures.

- d. Challenges the statement on page 78 that development could encroach onto the floodplain and destroy much of the remaining resource, if the Bypass were not built.
- e. Expresses concerns related to assessment of visual impacts.
- f. EIR doesn't demonstrate that the benefits of the Bypass justify its existence.
- g. Expresses concerns that this is precedent setting and will result in further encroachment on the Laguna.
- h. Offers suggestions for alternative "long term planning" and traffic relief.

RESPONSES:

- a. The first seven paragraphs of the comment refer to the project, or references parts of the EIR. While many concerns are raised these are beyond the scope of the EIR (e.g., land use/General Plan assessment for alternative transportation system).
- b. The Cooper Road area was studied. The effects of noise and air quality; the cost of "takes", traffic access and physical factors were studied in appropriate sections. Effects on population and general land use is beyond the scope of the EIR.
- c. Growth inducing effects generally associated with a roadway can be reduced through implementation of the mitigation measures. If these measures, such as strict zoning controls, area-planning and access limitations are not employed, then there could be a growth inducing effect, especially in the E-3 alignment areas, as stated on pages 80-81 of the EIR. Both the County's General Plan and City's General Plan identify this as a low density growth area, primarily zoned for agriculture, except for existing residential pockets, with building site restrictions (see Zoning Map, following page 55).
- d. The statement on page 78 is not meant to be taken as an argument for the construction of the project, but a statement concerning the most probable future, based on past history. Discussion of the potential for setting aside the entire Laguna complex as open space, wildlife refuge and floodplain is beyond the scope of this EIR.
- e. Visual impacts are not within the scope of this EIR. The statements on page 46 are not intended to imply more than

is stated. Obviously, such barriers would be visible; the significance of the impact has not been assessed. Noise mitigation measures are not proposed for the length of the Bypass but only in those areas where the Bypass would affect existing homes.

- f. The purpose of an EIR is not to justify a project -- only to identify the impacts of a project and mitigation measures which can offset the impact, if available.
- g. If this project is built without the suggested mitigation measures, there is the potential for growth inducing impact. If, however, mitigation measures are implemented, the potential for future encroachment would be greatly reduced. It is doubtful that the Department of Fish and Game, or any other responsible agency, would approve or permit the project without the recommended mitigation measures. (See Section E for further discussion.)
- h. The suggested ecological, planning, and alternative transportation suggestions are already incorporated in the Sebastopol General Plan's goals and policies. No response is necessary.

COMMENTS 10: CalTrans (12-21-83)

- a. Unclear whether the discussion assumes a northerly extension.
- b. Safety factors and signalized intersections need addressing.
- c. Mitigation measure (page 31) should define elevated berm; floodplain encroachment and FHWA standards should be discussed.
- d. "Should any proposed work be within the State right of way, CalTrans would be a responsible agency and would require an encroachment permit. CalTrans would not be financially responsible for any such work, nor for any project related mitigation measures should any be required within the State right of way."
- e. Tables 1 and 3 more effective if one-way couplets were included.

RESPONSES:

- a. A northerly connection with Highway 116 is assumed throughout the report, because a Highway 116 - Highway 12 Bypass would provide no relief to the main intersection (see pages 1, 11 and 12 of the DEIR).
- b. Because the project would be a controlled access facility, it is expected to produce a net positive impact on traffic safety, even with two added signals.
- c. The project, as designed, would not be more elevated than the its intersection with Highway 12. Located at the 70 +/- foot elevation, it is 6 feet below the 100 year flood level. Warm Springs Dam is expected to lower the flood level to 73' or just above the Highway 12 / Proposed Bypass Intersection level. As stated on page 31, it is recommended that the roadway be installed as close to the surface of surrounding terrain as is consistent with good engineering practice, and that elevated berms (any earth form which would interfere with the natural flow of drainage and flood water) not be included. Elsewhere (Route Descriptions, pages 25-27), it is estimated that fill would be less than two feet, except where crossings of marsh and creek are necessary. There would be no attempt to elevate the road above anticipated flood levels, and fill over most of the route would be minimal.

No floodplain encroachment analysis was performed, because the City expects to construct the Bypass using its own findings, no State or Federal funds. Therefore FHWA standards and other floodways requirements would not apply.

- d. The City is aware that an encroachment permit would be required and that the State would not participate financially with the project or its mitigations either within or out of the Highway 12 right-of-way.
- e. Tables 1 and 3 do not contain a couplet comparison, since the couplet is not being studied at the same level of detail as the Bypass. This data is available and is attached. See Addendum Tables 1 and 2.

ADDENDUM TABLE 1

P.M. PEAK HOUR TRAFFIC VOLUMES

Street System	Existing Traffic Level		Future Year 2000 Traffic Level	
	With E-North	Without E-North	With E-North	Without E-North
Present Condition		1300		1800
With Bypass	900	1250	1250	1750
With 1 Couplet	--	1000	--	1400
With 2 Couplets	600	800	840	1420

ADDENDUM TABLE 2

LEVEL OF SERVICE AT MAIN INTERSECTION

Street System	Existing Traffic Level		Future Year 2000 Traffic Level	
	With E-North	Without E-North	With E-North	Without E-North
Existing Street System	Present Level D		Future Level F	
Bypass	B	D	D	F
With 1 couplet	-	B	-	E
With 2 couplets	-	A	-	A

COMMENT 11: Sierra Club, Sonoma County Chapter (12-21-83)

- a. Comments on the fact that the Northerly Extension Reconnaissance (11-22-83) does not identify impacts.

RESPONSE:

- a. No impacts are included in a reconnaissance, just description and constraints. See response to Madrone Audubon letter (12-21-83).

COMMENT 12: Department of Fish and Game (DFG) (12-20-83)

- a. Supports the Bypass E-3 Alignment contingent upon the mitigation measures presented in the EIR on pages 38-39.

RESPONSE:

- a. No response necessary, see follow up letter dated (2-7-84 in Section F).

COMMENT 13: Sierra Club (12-21-83)

- a. EIR is inadequate unless it addresses the project as a whole.
- b. EIR does not adequately address the effects on waterfowl; the EIR lists only 125 species whereas 233 species have been cited.
- c. EIR only addresses deer, where 20 different mammals are known, in discussion of the effects of a noise barrier, fencing, or fencing of vernal pools.
- d. Little assessment of the growth-inducing effects on the lands west of the roadway.
- e. Successful mitigation is questioned.
- f. Questions the taking of fill from the Laguna.
- g. Bypass conflicts with the General Plan's goals for reducing dependence on autos, doesn't consider alternative transportation systems, conflicts with the designation of the Laguna South as open space and a place for a park.

RESPONSES:

- a. See response to Madrone Audubon letter dated 1-10-84.
- b, c, e.
See Section E of this Addendum.
- d. The growth inducing effects of the Bypass on lands to the west are unknown. As a limited access roadway the growth inducing effects should be limited. If constructed, the Bypass will serve as an eastern border for development. Development of the lands west of the Bypass is not precluded by either the County or City General Plans, or through zoning. Accelerated growth wouldn't necessarily follow construction of the Bypass. No evidence of accelerated growth associated with restricted access roadway is evident in our review of similar bypass situations.
- e. The potential for successful of the mitigations presented for wildlife habitat enhancement are presented in Section E.
- f. The taking of fill from the Laguna will not result in a degradation of the Laguna (see Page 30) providing a comprehensive management plan is prepared (see Section E).
- g. Reduction of dependence upon autos was not a goal of the Bypass. The traffic which would be serviced by this roadway is either commute or recreation traffic. Obviously a well planned transit system would provide a long term beneficial effect; however, that is even more costly than a bypass. The General Plans (both Sebastopol and the County's) identify the Route E Bypass. With respect to open space protection and possible park sites, a conservation easement/land trust of the "remainder" would ensure such an option.

It should be noted that the General Plan goal promoting alternative modes of transportation ends with the statement " ... and providing alternates to existing vehicle travel patterns."

COMMENT 14: Sonoma County Public Works (12-19-83)

- a. The EIR should address the Bypass in its entirety.

RESPONSE:

- a. See response to Madrone Audubon Society.

COMMENT 15: California Waterfowl Association (12-16-83)

- a. The EIR should be amended to cover the effects of Route E on nesting, migrating and resident waterfowl.
- b. Comments on the northerly extension.

RESPONSE:

- a. The EIR approaches impacts on waterfowl from a habitat perspective, the logic being that the effects on waterfowl habitat would translate directly to waterfowl. A more complete assessment is contained in Section E of this Addendum.
- b. The Northern Extension Reconnaissance is a feasibility study that describes the setting and the constraints to a Bypass extension. No impact evaluation is contained in that document.

COMMENT 16: Department of Water Resources (12-15-83)

- a. References mitigation measure #3 on page 31 of the DEIR; suggests culverts should be sized for the 100 year storm.
- b. "As participants in the National Flood Insurance Program, both Sebastopol and Sonoma County prohibit encroachments into floodways which result in any increase in flood levels during the occurrence of the 100-year flood discharge. Although floodways for this area have not been determined under the Flood Insurance Program, encroachments into all drainage and stream courses should be regulated to the 100-year standards."

RESPONSES:

- a, b. The comments are noted and herein incorporated into the text of the EIR.

COMMENT 17: Suzanne Cogen (12-14-83)

- a. States objections to the project due to visual impacts and irreversible impact on wildlife habitat.
- b. Additional habitat study is required.
- c. Questions potential for implementation of management practices.
- d. City should protect this unique habitat.

RESPONSES:

- a, d. These comments refer to the project, not the EIR, therefore no response is required.
- b, c. The EIR identifies how a management plan would work and what the advantages and requirements of such a plan would be. This approach to wildlife habitat management is effective, proven to be successful and endorsed by representatives of the Department of Fish and Game, assuming proper implementation procedures. See also, Section E of this report.

COMMENT 18: Pacific Gas and Electric (PG&E) (12-5-83)

- a. Will need to be advised should relocation of existing facilities be necessary; would like to review detailed plans.

RESPONSE:

- a. The comment is noted; no response is necessary.

COMMENT 19: U.S. Department of the Army, Corps of Engineers (11-25-83)

- a. Project will require Section 404 permit.
- b. Last sentence of page 29 should be rewritten.

- c. Corps of Engineers elicits responses from U.S. Fish and Wildlife Service, Department of Fish and Game National Marine Fisheries and cultural resources agencies; suggests conferring with the Department of Fish and Game.
- d. Executive Order 11990 would also be applicable, if Federally funded.
- e. Three of the species listed in the EIR are on the State's rare and endangered lists.

RESPONSES:

- a. Discussions with representatives of the Environmental Branch (Gary Hersdorfer) resulted in the last paragraph on page 29, first paragraph top of page 30. Through the Section 404 permit procedure, it is our understanding that the applicability of Executive Orders 11988 and 11990 would be assessed. If no Federal funds are used, these orders are advisory, only. Whatever the case, the City has indicated a continued "spirit of cooperation" with the Corps of Engineers.
- b. Added to page 29 of the DEIR should be the following sentences: "Section 404 of the Clean Water Act (33 U.S.C. 1344) requires authorization from the Corps of Engineers prior to the deposition of dredged or fill material into waters of the United States or adjacent wetlands, including freshwater marshes."
- c. All of the appropriate agencies have been contacted for their comments at this stage of the process, except the USFWS (since DFG has the primary jurisdiction, if no Federal funds are used in the project). DFG has indicated interest and provided information during the formulation of their EIR, and have accompanied the Consultant on field trips and meetings to review the report on several occasions. they see this mitigated project as an opportunity to preserve and enhance a riparian corridor, and will continue to participate. See also Section E of this Addendum.
- d. As stated above, Executive Order 11990 will apply only if the project is federally funded.
- e. The three rare and endangered species listed by the COE as associated with vernal pools, are noted as such on Table 6 (page 34) of the DEIR, along with three other rare and endangered species. The comment is noted and incorporated into the EIR.

COMMENT 20: Mosquito Abatement District (11-11-83)

- a. "It is of the utmost importance for the Mosquito Abatement District to be included in on the formulation of and management/protection plans concerned with aquatic habitats. Early input by our staff can go along way toward preventing or, at least, minimizing the use of pesticides for vector control."

RESPONSE:

- a. The comment is noted.

LIST OF VERBAL COMMENTS RECEIVED

(See Planning Commission Minutes of 1-10-84)

1. John Garroty, Sebastopol
2. Ed Barnes, Sebastopol
3. Martha Bentley, Madrone Audubon Society
4. Tony Chasteen, California Waterfowl
5. Vic Stefenoni, Sebastopol
6. Ken Stocking, Sonoma County Sierra Club
7. Iva Warner, Sonoma County Tomorrow
8. Don Carivalli, Sebastopol
9. Clint Penney, Sebastopol
10. Willow Miranda, Sebastopol
11. Dennis Michado, Sebastopol
12. Don Russell, Bodega Harbor
13. Vernon Yates, Sebastopol
14. Chester Locklear, Sebastopol
15. Suzanne Cogan, Sebastopol
16. Barbara Chasteen, Sebastopol
17. Richard Nichols, Sebastopol
18. Dorothy Yates, Sebastopol
19. Pam Underwood, Sebastopol
20. Cammile Smith, Milbrae
21. Mr. Ressio, Sebastopol
22. Tom Silman, Sebastopol
23. Dale Harrison, Sebastopol
24. Josie Carr, Sebastopol

COMMENT 1: John Garroty

No northerly extension is shown; what happens to the riparian area if overpass is proposed.

RESPONSE: No overpass is anticipated; plans call for a grade crossing. The riparian area to the north would be affected only by an easterly alignment that encroached into that area. Alternative alignments to the west are available.

COMMENT 2: Ed Barnes

- a. References letter.
- b. States that the alternatives were not discussed in the West Sebastopol Transportation Plan.

RESPONSE:

- a. For response to letter, see responses to written comments, above.
- b. The Route E alignment was presented by the West Sebastopol Transportation Committee, see page 12 of Appendix C of the plan.

COMMENT 3: Martha Bentley

Comments from letter submitted by her.

RESPONSE: See responses to Madrone Audubon Society letter, above.

COMMENT 4: Tony Chasteen

No discussion of waterfowl in EIR.

RESPONSE: See Section E and responses to written comments.

COMMENT 5: Vic Stefenoni

State that maps of pages 5 and 56 (actually 55) show different alignments.

RESPONSE: A review of the two maps shows little discrepancy between them. It should be noted that not all parcels are shown on the County's zoning map, since these are reviewed and corrected only every few years. Because of their small

size, maps in the EIR should not be used except to reference general relationships. Figures 2, 8, 9, 10 and 11 all use the same base. All environmental work was completed at 1"=100' scale (large scale graphics), which, as noted at the hearing, are considerably more precise.

COMMENT 6: Ken Stocking

- a. Read a letter from Sierra Club.
- b. Inquires as to the source of fill.

RESPONSE:

- a. see responses, above, to Sierra Club letters.
- b. The source of fill has not been established; it may be taken from the immediate area, if this can be accomplished without significant impact on hydrologic relationships. This will be established during the subsequent environmental/geotechnical review (see Section E for discussion of scheduling.)

COMMENT 7: Iva Warner

Concurs with Audubon and Sierra Club's comments; all the alternate routes would destroy much of the Laguna; adequate mitigations have not been discussed.

RESPONSE: Using input from Audubon, Sierra Club, Department of Fish and Game, and other concerned agencies and experts, the EIR indicates that most impacts relating to vegetation/wildlife habitat can be mitigated, either by careful planning or through enhancement of adjacent property. Extreme care thoughtful management and careful construction supervision will be required to follow through.

COMMENT 8: Don Carivalli

States that he is a property owner and was never noticed.

RESPONSE: Mr. Carivalli does not appear on the list of property owners and was not identified. We were unable to verify his property or which alignment would affect him, since we do not have an A.P. number associated with him.

COMMENT 9: Clint Penney

States that Route E would severely affect his business.

RESPONSE: Our office had conversations with Mr. Penney during the course of our study. His concerns were relayed to the Appraisers.

COMMENT 10: Willow Miranda

Cooper Road alignment is in an environmentally sensitive area.

RESPONSE: We agree; portions of all these alignments pass through sensitive areas.

COMMENT 11: Dennis Michado

- a. EIR does not address Healdsburg/Rodgers Fault.
- b. Has submitted a letter.

RESPONSE:

- a. The active Healdsburg/Rodgers Creek Fault lies about seven miles northeast of the project as described on page 22 and 23 of the EIR. As presented on page 23, the Healdsburg/Rodgers Creek Fault is capable of producing about 65 percent of the bedrock acceleration at the site compared with the San Andreas Fault during the maximum probable earthquake. The Healdsburg-Rodgers Creek Fault was not ignored; it is not, however, the dominant fault with respect to ground shaking at the site.
- b. Mr. Michado's letter has been responded to, above.

COMMENT 12: Don Russell

Could EIR consider Llano Road?

RESPONSE: The Llano Road alternative would not provide the downtown traffic relief to the degree that either the Bypass or the couplet system would provide. The Llano Road alternative has been discussed in other studies and was therefore excluded from our scope of study.

COMMENT 13: Vernon Yates

- a. Questions feasibility of fill on mud.
- b. State would, in the future, bypass Sebastopol with Llano Road; noise on mobile home parks.

RESPONSE: It is the geotechnical engineer's conclusion, based on the subsurface investigation and laboratory testing which he conducted, that a roadway can be constructed along any of the proposed Route E Bypass alignments of the EIR, provided that the preliminary recommendations of the report are followed. The State has indicated that the only traffic relief proposal for Sebastopol on either the short or long range plans is the north/south couplet concept; noise impacts on the Mobile Home Parks is discussed on pages 43-46 of the DEIR.

COMMENT 14: Chester Locklear

Borings done at his house indicate that subsurface is inadequate to support a roadway.

RESPONSE: See response to Vernon Yates, above.

COMMENT 15: Suzanne Cogen

- a. Visual quality is a major concern.
- b. Concerned about management plan.

RESPONSE:

- a. Visual impacts were not within the scope of the EIR;
- b. The management plan is discussed further in Section E.

COMMENT 16: Barbara Chasteen

- a. EIR does not adequately address wetlands.
- b. Project is inconsistent with General Plan policies regarding fill in the Laguna.

RESPONSE:

- a. Further information regarding the effect on wetlands is included in Section E.

- b. The General Plan contains policies discouraging the alteration of the Laguna; the General Plan also shows a bypass route adjacent to the Laguna. Tradeoffs need to be considered prior to the approval of this project. See Section E for further discussion.

COMMENT 17: Richard Nichols

- a. Submitted his written concerns,
- b. EIR does not adequately address effects on homes.

RESPONSE:

- a. See response to his written comments.
- b. The EIR addresses only general financial obligations of the City in the "taking" of homes (see Appraisal report).

COMMENT 18: Dorothy Yates

- a. Vehicular access to Fircrest would be difficult.
- b. Route E-1, E-2 would affect residents.

RESPONSE:

- a. As stated on page 17 of the DEIR, the Fircrest Mobile Home Park would be limited to a northerbound Route E-1 ingress/egress.
- b. Routes E-2 and E-3 would result in a visual barrier to residents at the east end of the park and increased noise levels.

COMMENT 19: Pam Underwood

- a. Noise and air quality discussions are inadequate,
- b. Cooper Road needs further analysis,
- c. How many people on walking tours?
- d. Ground will not support a roadway.

RESPONSE:

- a. As stated in the DEIR on page 49 that further study of the entire Bypass effects on air quality is appropriate. This

segment wouldn't show anything. Noise effects and mitigations are stated in the DEIR on pages 43-46.

- b. The comment is too general to provide a specific response.
- c. Between 20 and 30 people attended the walking tours.
- d. The geotechnical report identifies the preliminary impacts and mitigation measures necessary to construct a roadway along the three routes.

COMMENT 20: Cammile Smith

Has a parent (mother) on Cooper Road who was not notified.

RESPONSE: It is possible that Ms. Smith's mother is not part of the "take" in which case notification was limited to the public hearings.

COMMENT 21: Mr. Ressio

Route E should be evaluated for growth inducing impact.

RESPONSE: See response to Sierra Club written comment (12-21-83) above.

COMMENT 22: Tom Silman

He is in flood plain and not allowed to fill. Why ok for bypass and what effect will it have on flooding?

RESPONSE: Public works projects are often allowed exceptions not permissible to the general public. A bypass is such a project. The imposed mitigation measures would impose strict requirements, the project would be reviewed by several agencies (Corps of Engineers, Department of Fish and Game, State Water Resources, etc.), and detailed erosion control and hydrologic studies would be required before construction documents were prepared.

COMMENT 23: Dale Harrison

Not notified.

RESPONSE: Mr. Harrison does not appear on the list of property owners and therefore was not identified. We were unable to verify

which is his property and which alignment would affect him, since we do not have an A.P. number.

COMMENT 24: Josie Carr

Opposed project.

RESPONSE: As the comment pertains particularly to the project and not the EIR, no response is required, at this time.

RESPONSES TO PLANNING COMMISSION CONCERNS

(Planning Commission Meeting of 1-24-84)

1. Commissioner Gregory

Requested clarification on the following items:

- a. How much cut/fill? Test borings showed loose silty sand.
- b. 60,000 pound equipment densifies soils (if its even possible to move equipment).
- c. When the permeability of soils is reduced, the effects are deterioration of the downslope, therefore, the statement made regarding the effects on vernal pools downslope for extended distance is understated: and this is extremely significant.
- d. Specific information on underdrains - locations, cuts and costs.
- e. Cultural effects - when is a study performed? Exhaustive studies will be required prior to construction, but costs don't reflect these studies.
- f. Widening of roadway/bridge - costs need to be included.
- g. Questioned the life expectancy of a roadway built in a flood plain.
- h. Seiches are possible, and under the right circumstances (such as credible earthquake during March) the maintenance costs and risks would be high -- consider thoroughly the effects.
- i. Questions the stability in a 5-6' cut; report is not detailed enough for an understanding what is the risk of failure.

RESPONSES

- a. Our estimate of the thickness of cut and fill required for the bypass is presented on pages 25 through 27 of the EIR for each alternate route. In this section, the maximum fill is estimated at eight to ten feet (to cross the riparian wetland) and the maximum cut at five to six feet. The quantity of cut and fill is unknown, and should be based on a preliminary engineering study using a detailed topographic base of the area. A study of this type is outside the scope of the EIR.
- b. The use of 60,000 pound construction equipment may result in densification of the granular near-surface soils encountered along the route. Our investigation found that the upper two to

- four feet of soil is loose, with the materials below this depth ranging from medium dense to very dense. Unless the work is performed during the winter season, we anticipate that conventional earthmoving equipment, such as dozers and scrapers will be able to operate in most areas. Soft soils, such as are expected to be encountered from Station 93 to Station 96 along Route E-3, can be developed as a roadway by placing a 24 to 36 inch thick working pad of select granular soils over the marsh prior to operation of compaction equipment.
- c. Reduction in the permeability of the near surface soils due to construction is possible. The effects of reduced soil permeability on the vernal pools can be mitigated by placing culverts and subdrains beneath the road bed to maintain shallow groundwater flows.
 - d. The design of the under drain system for the new road is outside the scope of EIR services. Standard practice would be to perform the underdrain design during the design phase of the roadway when the final alignment and elevation are known, and based on the results of detailed drainage, erosion and sedimentation studies and guidance from resource agencies.
 - e. It is anticipated (due to the requirement for exhaustive archaeological study required concurrent with development of the plan line and specifications) that most if not all of the archaeological areas would be studied and recorded. The possibility of additional finds are remote. In such highly-sensitive areas as this portion of Sebastopol, construction projects take the risk of archaeological upset. The mitigations set forth in Appendix D by the Archaeological Consultant are state of the art, tried and proven methods of avoiding, the type of destruction that has occurred in the past.
 - f. Widening of the bridge and the Highway 12 intersection are/are not included in this study.
 - g. If a roadway is built with a properly designed base, using appropriate materials, and has proper sub-drains, the results should be considerably improved over the techniques employed during the construction of Todd Road.
 - h. The possibility of a seiche in the lagoon due to a large earthquake in the region is problematic but was mentioned in the EIR since such an event can not be excluded at this location. Earthquakes capable of producing seiches at this location are probably a one in a lifetime event, witness the 1906 earthquake on the San Andreas Fault centered at Olema, Marin County. Measures to mitigate the effects of the seiche could include flattening or overbuilding the slopes exposed to potential wave action or armouring of the slopes.

- i. The five to six foot high cut in the area of Station 44 to Station 47 will be made in poorly consolidated sands of the Merced Formation. Cutslopes of 2:1 (horizontal to vertical) as recommended in the EIR are expected to be stable in these materials. Further evaluation of this and other cutslopes for the project should be conducted during the design stage.
2. Commissioner Lewis
- a. Pages 46-47, Noise, it appears the EIR addresses number of buildings and sites berms 14' tall for 2400'; get costs for the mitigation, as shown on Figure 12c.
 - b. Get costs of all of the suggested mitigation measures.
 - c. Visual impact of 14' tall, 2000' long noise barrier is in itself a significant impact.
 - d. On page 66, the "moderate" rating for noise, with mitigation, should be rated as significant.
 - e. The dollar amount/acre is low; also cost for year 5 or year 10 or year 15 purchases should be included. Based on sales can't predict future; all you can apply is historical appreciation values (e.g., a 5-10% increase/year).
 - f. Costs of road itself are too low; there is no estimate for 1990 in terms so that City can project costs forward into the northern link.
 - g. Alternatives - total approach should have been a comparison of Route E with other traffic relief measures.

RESPONSES

- a-c. The mitigated visual/noise/air quality "berm" shown on Figure 12c is a combination of a 3 or 4' high berm with a 7-10 retaining wall, planted with trees and shrubs. This type of corridor minimizes the visual effects of "standard" sound walls, filters pollutants and provides a feeling of separation between the homes and roadway. A sound wall is a mitigation measure with a significant impact, but one that has become accepted. It is this type of issue that the lead agency (the City) must assess as part of the weighing of Bypass advantages and disadvantages.

A revised "cost table" is attached.

- d. The idea behind the "moderate" rating for noise, with mitigation, is limited to the Bypass traffic noise impacts only. Other subsequent effects (e.g., visual effect of mitigations) also require consideration.
 - e. The dollar amount per acre is the result of several weeks of study by the appraiser and is based on actual sales during the recent past. We cannot predict the future, we can apply a historical appreciation value (e.g., 5-10%/year) for the appraisal values. The last ten years in real estate would show the variation extremes of that appreciation. We therefore would feel very uncomfortable providing costs for any time in the future and prefer to leave it to the Commissioners/Council staff to appreciate all of the costs, as they feel is appropriate.
 - f. The roadway costs were substantiated to the best of our ability. If the City wishes a more accurate cost assessment, projected into the future, we have provided staff with a proposal by a cost estimator.
 - g. The EIR was focused to study primarily the effects of Route E. A comparison (but limited in scope) with the 1-way street system was also provided. Other traffic relief measures are being studied by the Council with their traffic engineer, or have previously been studied in other documents.
3. Commissioner Brownell
- a. Questioned the omission of impacts on wildlife.

RESPONSE

- a. These effects were studied, on a habitat basis. Section E of this addendum includes more discussion on wildlife; it was prepared, in response to commissioners concerns, with the assistance of the Department of Fish and Game.
4. Commissioner Magnie
- a. Geology and soils - doesn't see how they can certify a document for a project that will have no viable mitigation measures.
 - b. Additional study is needed; what are the specific impacts on the vernal pools?
 - c. Expected a lot by lot appraisal.
 - d. Waterfowl's concerns - habitat patterns need addressing.

- e. Maps on page 56 (actually following page 55) and page 6 showing different alignments - the answer at the last meeting was flaky - how many other mistakes like this?
- f. EIR did not address impacts on homes and people (dislocation impacts) is there a way of measuring that impact?
- g. Healdsburg/Rodgers Creek fault subject to seismic activity. This fault was not even addressed.

RESPONSES

- a. Measures to mitigate the liquefaction hazard and lateral spreading hazard are presented on page 27 of the EIR.
- b. The effects on vernal pools (besides direct removal of a pool during constructions) could include changes in drainage patterns and introduction of toxic chemicals (such as gasoline and rubber) into the runoff. It appears, by use of overlays, that Routes E-2 and E-3 could avoid the pools along the route. Detailed drainage plans would need to be provided to show how the runoff would be handled and the effects of the highway on drainage patterns.
- c. A lot by lot appraisal would be part of the follow up study, limited to the selected alignment, and only if the project were to be implemented. The costs for such a study would be in excess of \$25,000.
- d. Waterfowl concerns - See Section E.
- e. Figures 2 and 13 alignments are not that different from one another. It is not possible or appropriate in a report at this level of specificity and certainly at this scale of mapping to assess on a lot by lot basis. All studies were completed on maps at a scale of 1" = 100'. This mapping is available for review, and because of the large scale, is more specific.
- f. Impacts on relocation and roadway proximity to homes and people is beyond the scope of this EIR. Should such an analysis be desired, there are several firms capable of such study. A proposal could be obtained and costs would be in the range of \$10-15,000.
- g. The active Healdsburg/Rodgers Creek Fault lies about seven miles northeast of the project as described on page 22 and 23 of the EIR. As presented on page 23, the Healdsburg/Rodgers Creek Fault is capable of producing about 65 percent of the bedrock acceleration at the site compared to the San Andreas Fault during the maximum probable earthquake. The Healdsburg/Rodgers Creek Fault was not ignored; it is not, however, the dominant fault with respect to ground shaking at the site.

5. Commissioner Boyd

- a. Concerned over the staged EIR issue.

RESPONSE

- a. This is explained in the cover letter.

6. Chairman Buttner

- a. Condemnation costs, how much?

RESPONSE

- a. An estimate was made of costs of acquisition, including litigation costs, page 57. Generally, settlements are achieved by the City and homeowner. However, in some cases litigation is necessary. In this case the average of 10% was included as an estimate for condemnation. This figure is highly variable, but, based on the situation at the time of report preparation we felt this amount was a realistic working figure.

7. Commissioners Lewis/Gregory

- a. What is source of fill.

RESPONSE

- a. The source of fill would of course be up to the engineer and contractor, if the project were to go ahead. One common source is outside of Forestville. In order to understand the magnitude of fill needed, the following calculationis presented.

It is estimated that more than 800 c.y. of fill would be required for the riparian woodland. This would require more than 1000 dump truck trips, probably over the course of a month, which may pass through the City, or be rerouted around the City. In addition to fill, base rock would need to be brought in, as well as asphalt paving. The base rock would equal approximately 9000 c.y./mile, or another 12-1300 dump truck trips (times the number of miles in the selected alternative).

TABLE ADDENDUM 3

COST COMPARISON

COSTS	NO PROJECT	ALIGNMENT E-1	ALIGNMENT E-2	ALIGNMENT E-3
RIGHT-OF-WAY				
Purchase	-	\$1,117,900	\$878,400	\$584,900
Severance	-	15,000	30,000	25,000
Relocation	-	78,000	39,000	39,000
Litigation	-	100,000	60,000	50,000
CONSTRUCTION				
Demolition	-	12,000	4,000	-
Clearing, Cut & Fill	-	126,000	155,000	192,800
Pavement (base & surface)	-	315,000	368,000	296,000
Drainage	-	484,500	596,150	900,000
Railroad Intersection	-	60,000	113,500	219,000
Intersections at Existing Streets	-	60,000	60,000	60,000
South Walls	-	42,000	42,000	54,000
MITIGATION MEASURES				
Habitat Quality Enhancement and	-	10,000	10,000	140,000
Rare & Endangered Species Protection	-	15,800-36,500	16,100-42,500	26,000-82,500
Archaeological Site Relocation	-	25,000	25,000	36,000
Scenic Quality Enhancement	-	100,000	100,000	150,000
Noise Barriers (mitigated design)	-	750,000	750,000	750,000
Bridge Across Riparian	-			
Raise Roadbed Above 100 Year Flood	-			
Plain from Palm Avenue to South	-	50,000	240,000	500,000
Geotechnical/Erosion/Drainage Study	-	<100,000	<100,000	<100,000
Environmental/Vegetation Management	-			
Study	-	20,000	20,000	20,000

SECTION E

WILDLIFE PROTECTION AND MANAGEMENT

SECTION E

WILDLIFE HABITAT PROTECTION AND MANAGEMENT

At the inception of this project, representatives of organizations which specialize in ecological concerns and issues were contacted. Among those which we contacted, and/or went into the field with, were representatives of the Madrone Audobon Society, Milo Baker Chapter of the California Native Plant Society, Sonoma State University, and the California State Department of Fish and Game. (See List of Persons Contacted and List of Preparers.) All of these people have extensive local knowledge and were very helpful in identifying the issues relating to wildlife habitat.

Waterfowl

As part of these initial contacts, we received from Betty Burrige of the Madrone Chapter of the Audobon Society a checklist of avian species sighted in the Highway 12 (Laguna de Santa Rosa)/Highway 116 (Cooper Road) area over the last 20 years. This list included migration sightings. This list was used in preparing the Habitat Requirements part of Appendix B of the DEIR, which was reviewed by Allan Buckmann, Wildlife Biologist with the Department of Fish and Game. A list of 125 species is included. We were aware that a more extensive list had been prepared by Gordon Bolander, and included in a study produced by Sonoma State University, but elected to use the more up-to-date list, which can be substantiated and is specific to the Route E Bypass, discussed in the report. There may be more species which visit this area; the important point is that the Laguna and its environs contain significant and critical habitat for numerous species of birds. Among these are a number of species of waterfowl.

Of the 23 listed species of birds which are dependent on freshwater ecosystems, nine are year-around residents. Three species are Summer residents and ten can be expected to visit during the Winter. Seven species breed in the area and have their nests either in the marshes, the grasslands along the marshes, or in the riparian woodland.

Some of the seven listed heron-like birds may roost in trees in other plant communities overnight, at some distance from their feeding grounds. The Green Heron is more likely to be found feeding in wooded areas than are some of the others in this group. Destruction of riparian woodland would especially affect the group, generally, because of the loss of cover and feeding grounds, but also because of the interruption in the food chain on which they depend.

The wood duck is also dependent on riparian woodlands; it builds its nest in trees, above ground, unlike most other ducks, which nest in marshes or in grasslands next to marshes. Mallards and Teal are known nest in the vernal pool areas. Most of the ducks are surface feeders (Teal, Widgeon, Pintail, Mallard, Wood Ducks) and tend to feed in smaller, more enclosed,

bodies of water, such as creeks, ponds and rivers.

Others are diving ducks (Ring-Necked, Canvas-back, Scaup, and Ruddy Ducks) and tend to be found on more open water. The same is true of the Whistling Swan. The Canada Goose is more at home on land than the above-mentioned ducks, and can be found feeding in open fields during migration.

It may be seen from the above discussion that the most important and critical habitats for these birds are the riparian woodlands and marshes. None of the three routes under consideration would pass through year-around marshes, although some of the depressions in the area, as discussed in the EIR, are marshlike in the winter and spring. Route E-3 would pass closest to such places, and would pass through a vernal wetland adjacent to Pleasant Hill Creek. The riparian woodlands which would be taken, if one of the routes were constructed, are enumerated in the DEIR. The Northern Extension of the Bypass (north of Highway 12) would pass through marshlands and close to open ponds, depending on the chosen route.

Noise

The effect of noise on specific species is not yet well known. A number of species seem to be little affected by increased noise levels over time. Red Tailed Hawks roost on power lines next to busy traffic noise. These species are much more aware of people, dogs or cats on foot, however quiet they may be, then they are of passing automobiles. Quail will feed in the open, near a major highway, but will fly off when a pedestrian happens by.

Mitigation Measures

The effectiveness of management of wildlife habitat has been challenged. We agree that successful management of sensitive wetlands requires enlightened and concerned decision-making and responsible follow through. It is not the role of an EIR to detail the terms of a Vegetation Habitat Management Plan, nor is this the appropriate time; the plan cannot be worked out until after a decision has been made concerning whether to proceed and route selection. However, it is appropriate, at this time, to establish whether such a plan is realistic and what steps need to be taken.

A management plan should be instituted immediately after the decision is made to proceed (and concurrent with a management plan for archaeological resources) and prior to any project activity, such as engineering design. The City should decide who would manage the plan and how they should manage it. The management could be through:

- a. A Land Trust

- b. Easement or deed to DFG.
- c. City of Sebastopol working with DFG.

The responsibilities of all parties would need to be established and the mechanisms for transfer of responsibilities worked out. Resource agencies should approve the management criteria.

A drainage study should be immediately undertaken to determine specific effects of the Bypass and necessary actions to be taken. An erosion/sedimentation study would also be necessary at this time.

Financial responsibility for initial improvements, such as fencing, should be decided upon. (The type of fencing and other such detailed decisions should be established before-hand. It is unlikely that chain link fencing, such as mentioned on page 41 of the DEIR, will be needed. Such decisions depend on whether grazing is allowed, questions of liability and other details.)

In addition to the protection/enhancement of habitat in general, a vernal pool protection plan must be part of the vegetation management plan. A method of protecting the vernal pools during construction, as well as for long term protection, needs to be developed. The effects of reduced soil permeability and surface drainage on vernal pools can be mitigated by locating culverts and subdrains beneath the roadway to maintain shallow ground and surface water flows. During the construction phase, the pools should be fenced in such a way as to allow for wildlife access but impede construction workers and equipment. Runoff from the roadway itself must be directed away from vernal pools, in order to avoid accumulations of toxic chemicals from forming in the pools.

Other than initial costs, management is not expected to be expensive. Management, in ecosystems of this type, are essentially a matter of not interfering with natural relationships. Volunteers could be used for limited maintenance procedures and tasks such as building nesting boxes. DFG and waterfowl protection groups have considerable experience with such matters. Management activity include enhancement through minimizing cutting of trees, planting of Valley Oaks and encouragement of riparian species. Enhancement of areas of standing water through installation of small check dams is another low cost procedure. Management projects are already established in the vicinity. The 50 acre Santa Rosa Alpha Wastewater Disposal Site (as mitigation for the Spring Creek Channelization Project in Santa Rosa) and the 40 acre Santa Rosa Delta Wastewater Holding Pond mitigation site are two of these projects.

SECTION F

MISCELLANEOUS COMMUNICATIONS

New file

1. Gordon F. Snow, Ph.D.
Projects Coordinator
Resources Agency

*SON EAP - p. 2
CP Sebastopol
Route E Bypass*

R-3

FEB 07 1984

2. City of Sebastopol
7120 Bodega Avenue
Sebastopol, CA 95472

Draft EIR for Sebastopol Route E Bypass, Sonoma County; SCH 83110811

This is a follow up letter to our comments of December 20, 1983 on subject Sebastopol Route E Bypass (copy attached). We have received a number of telephone calls requesting clarification of our statement. There appears to be a misunderstanding that we support Route E and the northern extension of High School Road under any circumstance. It is our position that the only way the project would not have a significant adverse effect on the environment is if all the mitigation measures listed in pages 38 through 42 of the Draft EIR are implemented.

Of particular importance are the following mitigation measures: 1) The Bypass is built with limited access between the Bypass and adjacent land, especially on the Laguna side, and 2) The City acquires all of the property within any parcel taken to the east of the right-of-way. Most of these parcels extend to the Laguna (page 6 of the Draft EIR). These lands would be managed to mitigate for the primary and secondary adverse effects to fish and wildlife habitat from the new road alignment.

Thank you for the opportunity to clarify our position on this matter.

[Signature]
Director

TWW/kls

Attachment

bcc: ESP, RF, RA, (R-3), Bill Cox R-3, Ted Wooster R-3



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Environmental
Analysis
& Planning

NOTICE

Dr. Joe McBride and Ms. Jan Strahan appeared in the List of Preparers of the Draft EIR, in error.

Dr. McBride, due to his being on sabbatical from the University of California, Berkeley, was unable to participate in this study.



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